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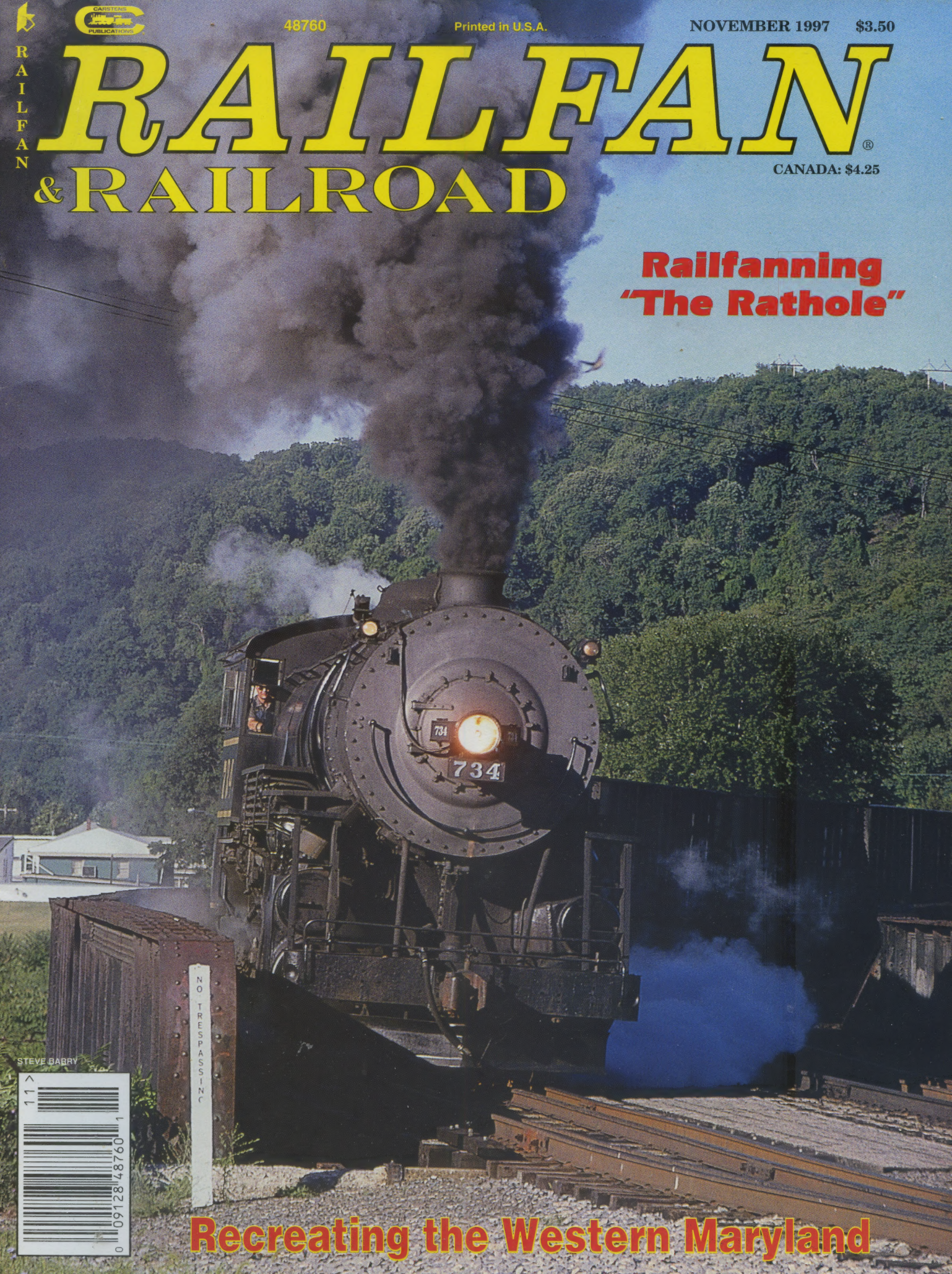

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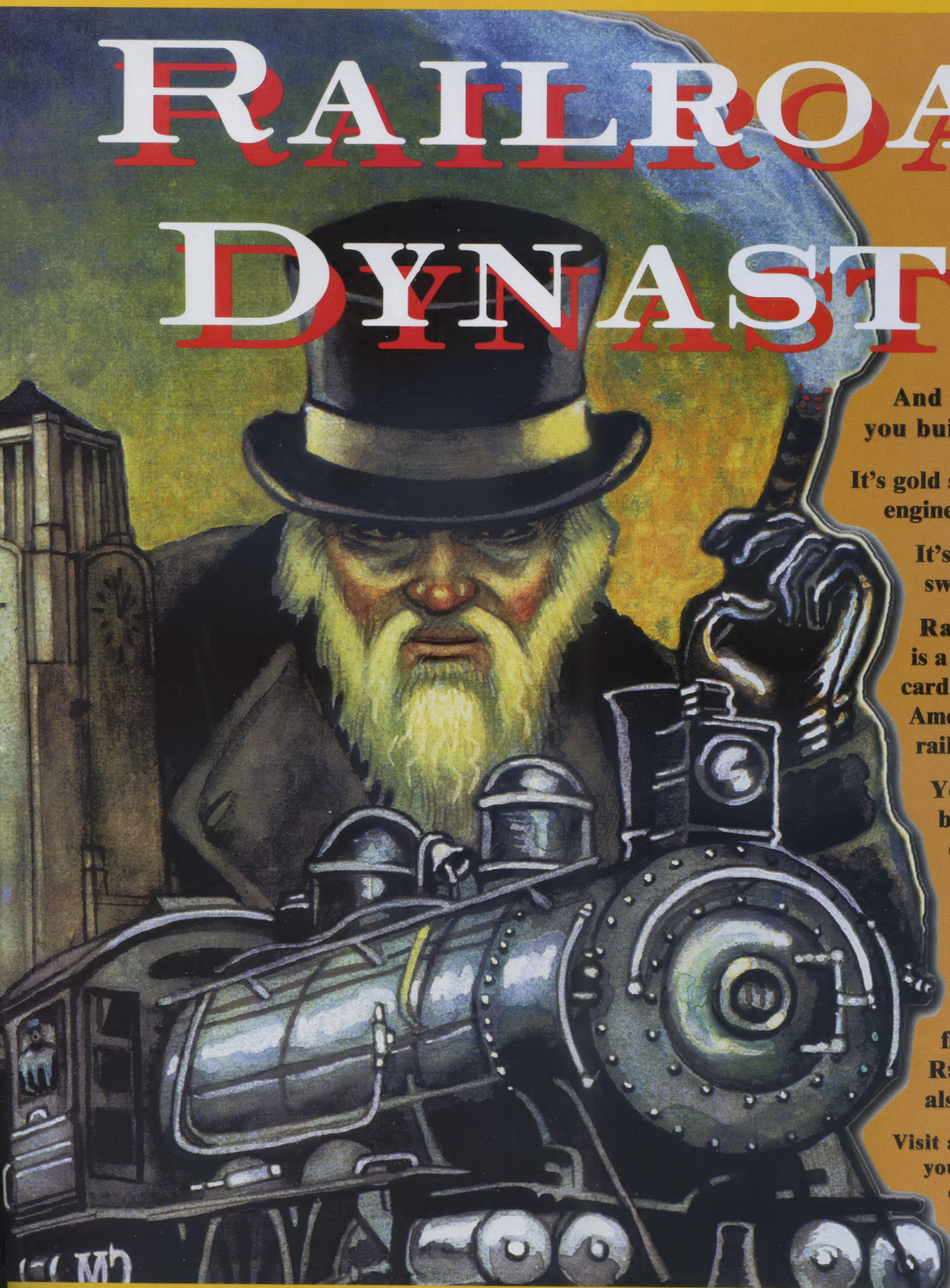

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RAILNEWS

KODACHROME: MIKE HOPPE / INSET, FUJI VELVIA: JIM BOYD

BNSF WARBONNETS SHUFFLED OFF TO BUFFALO. GE Dash 9-44CW's 713 and 714 were passing by the former New York Central terminal tower in Buffalo, N.Y., on July 12, 1997. The new units went east from GE in Erie, Penn., before heading back west to BNSF on Conrail train BUEL. The 712 and 711 **(inset)** were westbound at Berea, Ohio, on July 10, 1997. These are among the first of the 100 units (700-799) to be delivered in the warbonnet of a 170-unit order. See RAILNEWS.

KODACHROME: GARY PANCAVAGE

NEW AMTRAK NORTHEAST CORRIDOR P42s display a different look. The first of eleven Amtrak "Northeast Corridor" P42s, No.101 was at Race Street engine terminal in Philadelphia on July 12, 1997, after making its first run east on train 644 from Harrisburg after being delivered from Conrail's Altoona Shop the day before. The new P42s will be used in Harrisburg to Philadelphia service and south of Philadelphia, since diesels cannot operate into New York City's Penn Station. See RAILNEWS.

KODACHROME: MIKE and MARK MAUTNER

WATCO ASSUMED KANSAS CITY SWITCHING that was formerly handled by the Gateway Western Railway and Kansas City Terminal Railroad. WATCO now handles switching of the K.C. *Star* plant in downtown Kansas City, Missouri. WATCO GP7u 2187 (ex-AT&SF) was drilling cars of newsprint **(left)** near Kansas City Union Station on Wednesday, June 4, 1997.

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From the Publisher's desk: Algoma Central

Rail-artist Russ Porter first made us aware of the Algoma Central Railway which ran out of Sault Ste. Marie, Ontario, nearly 300 miles north to Hearst and a connection with the Canadian National. What caught our eye was the maroon, gray and yellow color scheme so similar to the Erie Lackawanna livery. After this year's NMRA national convention in Madison we drove to Sault Ste. Marie to visit this unique railroad.

The AC runs two passenger trains daily each way. One with about five cars and two F9A units goes the entire distance to Hearst. The second with four immaculate F9A units and about 20 cars including an extra fare dome car goes only as far as Agawa Canyon, some 112 miles north. This second train caters primarily to tourists. Our train had about 800 passengers, but we were told that as many as 1400 ride the train during the fall peak foliage season.

The paint scheme has changed during the past years. In 1995 the Algoma Central was acquired by the Wisconsin Central, and the coaches are now painted silver with a maroon and yellow stripe along the bottom of the cars. The 1750-series F9A units have a bright maroon nose, and all AC units we saw carried the Black Bear herald. The one exception was the dome car, which was emblazoned WISCONSIN CENTRAL but including the Black Bear herald and smaller GBW reporting marks.

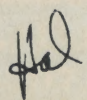
The country around Sault Ste. Marie is relatively flat and industrial, with paper and steel mills and other heavy industry. It wasn't long before we started climbing on the curving right of way. It seemed as though there was hardly any tangent track. I was soon thinking back to days of yesteryear behind sleek 4-8-2 No. 405 and standard heavyweight coaches with open windows on the New York, Ontario & Western. The AC lacked the tunnels found on the NYO&W, but the trestles were longer. The AC is also far better maintained than the cash-poor NYO&W. Could daily scenic passenger runs of 800 or even 1400 passengers have saved the old Shawangunk carrier?

Our train laid over at Agawa Canyon for about three hours, giving passengers a chance to visit the falls and other unspoiled scenic attractions. During the layover, the head end power moved to the other end of the train. The dome car was now next to the locos rather than at the far end. As we waited at Agawa, the five-car southbound Hearst train grumbled by, powered with two F9A units.

The extra fare for the dome car was worth every penny, even though we rode downstairs on the trip north, at which time we traded places with the dome passengers. For our money we received a complimentary continental breakfast and lunch, coffee and soft drinks. Beer, wine and other spirits were extra.

The AC runs two scheduled freights each way daily, and the two we saw had one Algoma Central unit and a Wisconsin Central. Most of the boxcars were lettered WC, but ore cars and gondolas still carried Algoma Central lettering. Most of the AC power came from the Canadian National.

Gift shops at Sault Ste. Marie, Hearst and onboard did a brisk business selling souvenirs. I wish we'd had the time to ride all the way to Hearst and return the next day.



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NOVEMBER 1997/VOL.16 NO.11

RAILROAD / founded 1906 / vol. 119 no.8

FEATURES

28 **Fireball on the Mountain!**/Steve Barry
32 **A Rathole Weekend**/Richard C. Borkowski, Jr.
38 **The Two-Foot returns to Maine**/Jim Boyd
40 **San Pedro & Southwestern**/James Doughty
46 ***Coast Starlight*: Seeking Perfection**/James D. Porterfield

DEPARTMENTS

3 **Railnews**/news in color
8 **Fanmail**/letters from readers
11 **Timetable**/events
15 **Railfanning is:**/ humor
17 **We'd like you to meet . . .**/Richard C. Borkowski, Jr.
19 **Videos**/videotape reviews
23 **Railnews**/news stories in detail
50 **Book Depot**/railroad book mart
52 **On the Menu**/Amcuisine: *Coast Starlight* style
53 **Railfun**/Curt Katz
54 **Camera Bag**/Steam photo freights (Barry)
55 **Advertising Index**/the railfan marketplace
56 **Railroadiana**/product news and reviews
56 **Switch List**/classified advertising
58 **Transit Currents**/George M. Smerk
61 **Museum & Tourist Line Directory**/recreational railroading
62 **Markers**/editorial commentary
64 **Railnews**/colorful diesels
66 **Railnews**/news in color

COVER

Western Maryland Scenic Railway's Consolidation, painted as "Western Maryland 734," crosses the Potomac River into Cumberland, Maryland, on July 20, 1997, with a string of hopper cars in tow. This scene, which looks like it could have been photographed by William Price in 1950, was the first of 27 photo runbys on a special train chartered by Carl Franz that brought the WM back to life. Check out the 1990s photos and compare them with Bill Price scenes of 1952 beginning on page 28. Kodachrome by Steve Barry.

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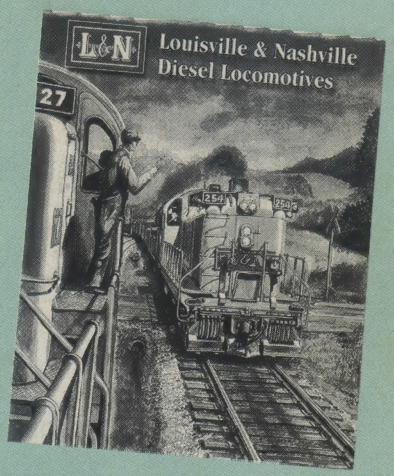

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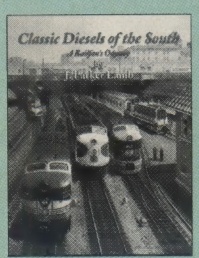

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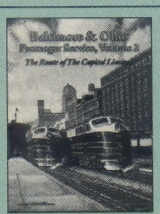

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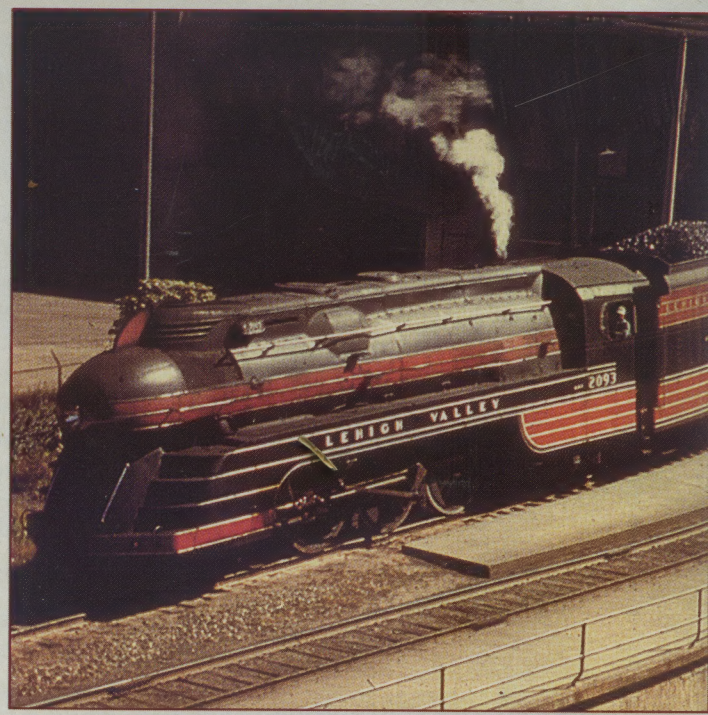

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- Santa Claus train at Towanda with 4-6-0 1137, filmed in 1946
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FANMAIL

Passing through Marshall

Back in 1989 we had the opportunity to ride Amtrak train 28/8 from Portland to Chicago. The scenery was fantastic. After a delicious evening meal, we returned to the sleeper, turned the lights out, raised the shade and were greeted with a clear and brightly illuminated landscape courtesy of a full moon.

West of Spokane, Washington, our train, the *Empire Builder*, passed through a valley filled with rails and trains that I know now, thanks to Bruce Kelly's article in the September 1997 R&R, to be Marshall Canyon. We have enjoyed Amtrak coast to coast and border to border as well as into Canada, and place Marshall high on the list of places to revisit.

AL COPPINGER
Arlington, Texas

Marshall corrections

I have a few corrections and comments about my Marshall Pass article in the September issue. The cover photo caption was incorrect; those are Dash 9s which I photographed this past spring, not SD75Ms in July 1996. On the map Napa Jct. should read Napa Street Jct. That coal train pictured on page 37 is obviously leaving Spokane (not Seattle) and it's bound for a Portland General Electric power plant (not General Electric).

I loved your graphic treatment and layout of my article, as well as the Hastings black & white piece. I still remember when I joined the R&R staff back in 1988, editor Boyd asked, "Hey, did you ever shoot any pictures at Marshall, Washington? I have this great Phil Hastings package and all it needs is . . ." Well, nine years later and with me no longer on the staff, we finally got it into print!

BRUCE KELLY
Coeur D'Alene, Ida.

British preservation

I read with great interest the article "Creating a *Tornado*" by Mike Walker in the August 1997 R&R. I think the article summed up exactly the preservation movement now in Britain and proves that nothing is impossible.

Through a combination of good luck, sheer determination and a definite need, our general preservation movement is what it is today, and the article reflects all that exactly. Other ingredients have come into the picture, including serious investment, the combination of old and new skills and the recognition by the establishment that the movement is no longer bunches of "trainspotters" playing with their engines. The movement consists of true professionals running railways up and down the country attracting hundreds of thousands of visitors, generating millions for one of our major industries, namely tourism.

Can you imagine how much interest and, more importantly these days, money the *Tornado* will attract when she is built? Its main line rail tours will be sell-outs for years to come, and its visits to the various private railways such as the Great Central and the Severn Valley will double or treble its main line income. It's a great project, well documented in your excellent magazine, and it should generate interest for years to come in the steam preservation movement.

DAVID R. ASHWORTH
Stockport, England

Marker lamps in the 1940s

I have a few comments on "Off to war" which appeared in the September 1997 R&R. It was a nice try, but ya fell a little short with the top photo — probably because few of those (if any!) involved in setting up those two shots were around during the World War II years. You can bet yer butt there would've been a set of filled marker lamps, with wick trimmed and lit, in the marker bracket showing prominently on the rear of the car the troops are boarding, as per operating rules of the *Standard Book of Rules* probably starting with standard rule No.19.

Remember, World War II was during a time when trains were moved mostly via telegraph and train orders, and while operating marker lights may be moot and mundane in today's railroading, they were absolutely necessary to the period being depicted! Some roads — many in fact — employed people whose only job was to maintain marker lamps because of their importance to railroading from the late 1930s through the end of World War II and even beyond.

And in the lower photo, those guys tying down the vehicles on the flat would have been wearing their fatigues and crumpled hats, not a dress uniform.

Other comments if I may — the Marshall Canyon article was made so much better by the comparison provided by the Hastings material coupled with Kelly's, something that should be done more often when available.

And finally, I *loved* the tourist fashions worn by 4449 crew members McCormack and Wheelihan on page 30. Where'd those guys think they were going — to run on the Oahu Railroad?

J. J. YOUNG, JR.
Charleston, W.Va.

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all the appropriate situations. As one of the young whippersnappers involved in setting up the night photo at Steamtown National Historic Site, I must defend the group and say that we did *think about marker lamps for the coach. Our story is that CNR 3254, on the left side of the photo, was going to back onto the train on the right, so the troops are actually boarding the first coach. The real story, however, is the shot was done after normal Steamtown operating hours and the marker lamps were securely locked away in a closed building. We hope to try the WWII night photo again next year, and we'll get the lamps out before closing time*— S.B.

Queen Empress on Michigan Southern

I have a few comments on the letter from R.F. Pierrepont in the June '97 R&R regarding the journey of the *Royal Scot* over the "Old Road" of the Michigan Southern in 1893. As he correctly states, the *Royal Scot* locomotive and train of the London, Midland & Scottish Railway visited the U.S.A. and Canada in 1933. After display at the Century of Progress Exhibition in Chicago the locomotive and train travelled 11,194 miles over the railroads of the U.S.A. and Canada before returning to Great Britain. Over 3 million visitors inspected the locomotive, LMS No.6100 *Royal Scot* and train during the exhibition and subsequent tour.

What happened 40 years earlier in 1893? There was, indeed, a British locomotive and two coaches in the U.S.A. to attend the Century of Progress Exhibition in Chicago. The short train had been sent by the London & North Western Railway (later a major constituent of the LMS). It was this LNWR train that travelled over the Michigan Southern when returning from the exhibition. It ran as the second of two special trains, the first of which was hauled by NYC's famous No.999. The English engine was brand-new and bore its construction number as road number 3435. It had been built at Crewe Works of the LNWR in May 1893 and was the latest design of the LNWR's chief engineer, F.W. Webb. The locomotive was named *Queen Empress* and was a three-cylinder compound. At first glance it appeared to be a 2-4-2. However, the drivers were not coupled, thus the engine was effectively a 2-2-2-2. Two outside high-pressure cylinders drove the rear pair of drivers and one large low-pressure cylinder between the frames was connected to the front drivers. The absence of coupling rods was one of many faults, however. Cylinders were 15″×24″ high pressure and 30″×24″ low pressure. The driving wheels were 85″ in diameter, only one inch less than those of the much-admired 4-4-0 999. The locomotive alone weighed 58 short tons; engine and tender in working order weighed 86 short tons.

The reference to the *Royal Scot* may be due to an error in the book "Lake Shore & Michigan Southern", by Dave McLellan and Bill Warrick (Transportation Trails, 1989).

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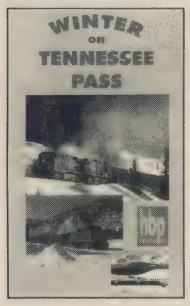
reviews by Christopher Kimler

Tennessee Pass winter



"Winter on Tennessee Pass," from Highball Productions, P.O. Box 90046, Tuscon, AZ 85752-0046; 800/345-6985; $35.95 plus $3.00 shipping; VISA/MC accepted; 120 minutes, color.

I am a firm believer in rational, economic decision making. I also happen to love heavy mountain railroading, which generally yields great photographic opportunities. Thus, while I understand the UP's decision to close Tennessee Pass, it will be a personal loss for me and I suspect many of you as well. I was there in late April 1997 — the action was still busy and the snow was fresh and, if you weren't careful, deep enough to swallow you just feet off the highways. It's a great line and a great story, with hardly any modern video coverage to date. The folks from Highball went out West in January 1997 to gather the material necessary to give us a good feel for the major points on the line where the grades are the stiffest and the locomotives strain to either lift the tonnage or restrain it from downgrade runaways. Mid-train helpers and pushers here are *de rigure*. If you haven't seen the pass you missed out on a grand — Rio Grande, that is — opportunity to witness the best of mountain railroading. Unless you buy this tape.

Our producer's approach is to journey from Minturn, Colorado, at the western foot of the grade, eastward to the siding at Princeton, on the eastern slope but still west of some major highlights of the Royal Gorge route — Brown's Canyon, the Arkansas River Valley running between Salida and Cañon City and the Royal Gorge itself. True to its title, we concentrate on the pass and its immediate environs, moving geographically west to east, location by location, showcasing generally several eastbound and westbound trains at each with different consists and at different times of day. It's an effective presentation, for it covers about all anyone could when the snow depth and cold prevent one from venturing too far from the main roads — and it allows photographically minded viewers to see the action under different lighting conditions. There are too many runbys to count, but we catch all of the classic locations, from the gorge east of Minturn, the east end of Belden siding, Pando siding, the S-curves at Mitchell, the tunnel at the top of the pass (both portals), Tennessee Pass siding, the S-curve between Malta and the summit, the Presidential Range running between Malta and Kobe and the short but scenic Arkansas River running east and west of Granite.

The camera angles, composition, zooming and sound quality are generally very fine, telephoto angles balanced with normal lens views. I particularly liked the integration of the vast scenery into the scenes, even solo on some occasions, so the viewer can gain an appreciation for the majesty of the land

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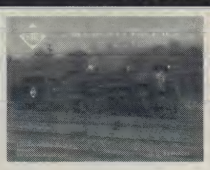

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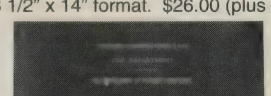

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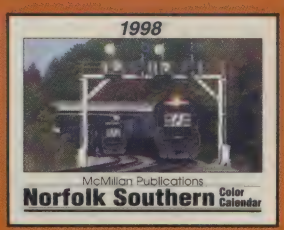

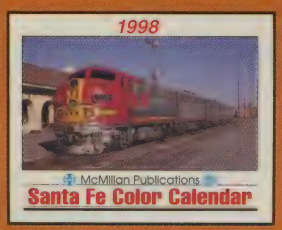

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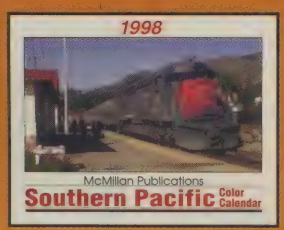

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Photographs of *Queen Empress* in America are scarce and of poor quality. However, on page 84 of this book is one of the best that I have seen. It shows engine and train (including two American cars) at South Bend, Indiana, returning from the Chicago Exhibition. This is incorrectly captioned "the *Royal Scot.*" This is accompanied by a description in the local press of the day of the two special trains passing through Elkhart. The first train was hauled by 999 and the second by *Queen Empress.* The reporter compared the latter unfavourably with No.999!

On return to England *Queen Empress* was allocated the road No.2054 and placed in service in February 1894. The only other highlight of her career was to be painted in a unique livery of white and lavender in Queen Victoria's Jubilee year of 1897. Not very practical, but a tribute to the aging lady after whom the locomotive was named. *Queen Empress* was scrapped in September 1906.

A.C. THOMAS
Hackham, S.A., Australia

Wisconsin connector

In the August 1997 RAILNEWS on page 25, the top photo caption states "connector track which links Union Pacific/WSO (former Chicago & North Western) track with Wisconsin Central track which runs across the picture (former Milwaukee Road)." It should state Wisconsin & Southern track, not Wisconsin Central.

T.C. BLUECHER
Dubuque, Iowa

Omnitrax and Rainbow Warriors

Omnitrax SD9 No.1750 on page 66 of the August '97 issue has emigrated to Canada. It is working at the recently opened Deltaport container terminal just south of Vancouver, British Columbia. It has the words "Switching Services Trans Canada" added.

In the same issue, I am surprised to read that the top BNSF management want to refer to the new green/orange colour scheme as the "Rainbow Warrior." In the 1980s, Greenpeace, the environmental group, had a ship called the *Rainbow Warrior* which subsequently became famous when the French secret service sank it in Auckland harbour. I'm not sure how BNSF's forest industry customers would feel about a reference to Greenpeace being applied to engines pulling their products.

M. DAVID SHORE
Richmond, B.C., Canada

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) will sponsor the following trips. All trains require reservations. Contact the museum for ticket order form for all trips except Cookeville.

October 3-4, Cookeville-Buffalo Valley, 32 miles, $10-$25. Contact Cookeville Chamber of Commerce, 302 South Jefferson Street, Cookeville, TN 38501 (615/526-2211) for reservations for these trips only.

October 11 and 18, Nashville-Watertown, 76 miles, $15-$49.

December 6, Nashville-Watertown, 76 miles, $15-$49.

WILLIAMS, ARIZONA, October 3-5. Railfan Weekend on the Grand Canyon Railroad sponsored by Grand Canyon Chapter NRHS and GCRy. Friday night photo session hosted by Mike Del Vecchio, Saturday trip behind 2-8-2 4960, evening banquet, Sunday shop tour and equipment displays. Information from Grand Canyon Railway, 123 North San Francisco, Suite 210, Flagstaff, AZ 86001; 800/843-8723; e-mail www.thetrain.com.

HEBER CITY, UTAH, October 4. Fall Colors Spectacular on the Heber Valley Railroad with steam and diesel on passenger, freight and mixed train consists with photo runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

BOSTON, MASSACHUSETTS, October 4. Fall Foliage Flyer to Albany, N.Y., over Conrail's Boston Line. Optional Hudson River cruise, Albany tour or Apple Festival. Trip departs South Station at 7:50am. Information from Mass Bay RRE, P.O. Box 4245BV, Andover, MA 01810; 617/489-5277.

YARDLEY, PENNSYLVANIA, October 4. Bus trip to Steamtown National Historic Site in Scranton. Tour museums and ride steam-powered trip to Moscow. Bus departs SEPTA Yardley park & ride lot at 6:30am. Tickets $30 adults, $28 over 62, $22 ages 5-15 from Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

WILMINGTON (GREENBANK), DELAWARE, October 4, 11, 18 and 25. Autumn Leaf Specials on the Wilmington & Western using 4-4-0 98. Trips cover entire line to Hockessin, Del., departing at 12:30pm and 3:15pm. Fares $12 adults, $10 seniors 60 and over, $5 children 2-12. Reservations suggested. Conatct WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following roundtrip "Dixie Land Specials" departing from Chattanooga into northwest Georgia powered by 2-8-0 **610**, 2-8-2 **4501**, GP7L **1829** or GP7L **1824**. Ticket prices are coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

October 4, to LaFayette, $59, **610** & **4501** double-headed.
October 11, 18, 19, 25, and 26,to Trion, $59, **4501**.
November 1 and 8, to Trion, $59, **4501**.
December 12, 13, 14 and 20, to Chickamauga, $50, **diesel**.

THE HAWAIIAN RAILWAY MUSEUM (P.O. Box 1208, Ewa Station, Ewa Beach, HI 96706; 808/681-5461) will hold the following special events. Trains will be powered by diesel 423 and include observation parlor car No.64. Contact the museum for reservations.

October 4, barbecue trip, departs 11am.
October 12, trips at 12:30pm and 2:30pm.
October 31, Halloween Train, three evening trips.
November 9, trips at 12:30pm and 2:30PM.
December 5, Ewa Carnival.
December 14, trips at 12:30pm and 2:30pm.
December 28, 50th Anniversary of Oahu Railway & Land trains running on the main line.

ALTOONA, PENNSYLVANIA, October 4-5. Railfest '97 sponsored by the Railroaders Memorial Museum. Displays from Conrail and Amtrak, tours of Juniata Shops, special displays at the museum. Excursion around Horseshoe Curve also available. Information from Railroaders Memorial Museum, 1300 9th Avenue, Altoona, PA 16602; 814/946-0834, option 7 or 888/4-ALTOONA, option 7.

HOBOKEN, NEW JERSEY, October 4-5, 11-12 and 18-19. Main line steam trips to Port Jervis, N.Y., behind C&O 614. Leave Hoboken 9:15am. Cab ride raffle, photo runbys, open window cars. Tickets $68 adults, $40 children 3-12 from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833. Visa/MC or information at 908/236-2200.

DENNISON RAILROAD MUSEUM, P.O. Box 11, Dennison, OH 44621 (614/922-6776) will sponsor the following events. For details, prices and schedules contact the museum.

October 4-5, Forties Fest with Big Bands, USO shows, military parade.
October 5, Troop train ride.
October 12, Fall foliage excursion, Dennison to Gould Tunnel, steam one way.
November 29-30 and December 6-7, Santa train rides.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission is $2.50 adults, $2 seniors, $1.50 children 3-11, under 3 free. Discounts may apply for some special events. Hours of operation are 11am-5pm.

October 5, CTA Day, two generations of "L" equipment.
October 12, Fall Caboose Rides.
October 25-26, Haunted Trolley.

LAFAYETTE, INDIANA, October 10-12. Monon Railroad Historical-Technical Society's annual convention. Saturday bus tour of Michigan City branch, Sunday swap meet and self-guided layout tour. Tickets $35 for bus tour, $25 for Saturday evening banquet. Swap meet admission $3. Information from Tom Rankin, 313 East Wildwood Drive, Round Lake Beach, IL 60073-2042.

MEADVILLE, PENNSYLVANIA, October 11. Excursions to Corry, Penn., over New York & Lake Erie (ex-EL) sponsored by French Creek Railroad Historical Society. Trip departs Meadville 10am. Fare $25 coach, $30-$40 first class. For tickets or information call The Travel Experience at 814/724-1053.

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Conrail - Pittsburgh to Crestline	$31.50
CSX - Vols 1 to 6, each	$31.00
Erie Lackawanna (2 tape set)	$56.95
Florida East Coast	$35.50
Illinois Central (2 tape set)	$59.95
NYC Odyssey - Vols 1 & 2 (2 tape sets), each	$54.95
Nickel Plate and AC&Y	$23.95
Norfolk Southern - Atlanta to Chattanooga	$31.00

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ROANOKE, VIRGINIA, October 11-12. Roanoke Railway Festival celebrating "Virginia Railroads and the Civil War." Event features tours, civil war reenactors, Buckingham Lining Bar Gang, Western Virginia Railfair, more. Information from the Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 540/342-5670.

McCLOUD, CALIFORNIA, October 11-12 and 18-19. Steam and diesel excursion on the McCloud River Railroad. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

UNION PACIFIC 844 is scheduled for a series of trips in Kansas, Oklahoma, Texas and Arkansas. Contact the individual trip sponsors for ticket prices and specific details. For the latest information check the Union Pacific web site at www.uprr.com.

October 12, Omaha, Nebr., to Sergeant Bluff, Iowa, sponsored by Camerail Club. *This trip is sold out.*

October 13-15, *ferry move,* Omaha to Wichita, Kan.

October 18, Wichita to El Reno, Okla., one-way, contact Great Plains Transportation Museum, c/o Steve Corp, 1310 West Douglas, Wichita, KS 67203.

October 19, El Reno to Fort Worth, Texas, one-way, contact Central Oklahoma Chapter NRHS, c/o Tom Elmore, P.O. Box 6617, Moore, OK 73153-0617.

October 25, Fort Worth to Houston in two segments.

Fort Worth to Marlin, one way. Tickets $69 coach, $149 dome. Contact Age of Steam Railroad Museum, P.O. Box 153259, Dallas, TX 75315-3259.

Marlin to Houston one-way. Tickets $79 coach, $149 dome from Gulf Coast Chapter NRHS, 12335 Kingsride #844, Houston, TX 77024.

November 1, Houston to Palestine round trip, diesel power (not the E9s). Tickets $99 coach, $159 dome from Gulf Coast Chapter NRHS at above address.

November 5-6, Houston-College Station trips for opening of Bush Presidential Library (*very tight security measures for this train, not a public trip*).

November 8, Houston to Tyler, Texas, via the Cotton Belt, one way. Tickets $109 coach, $179 dome from Gulf Coast Chapter NRHS at above address.

November 9, Tyler to Pine Bluff, Ark., with intermediate stops. Coach price $150, dome seating and short segments available. Contact Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 870/541-1819.

SEASHORE TROLLEY MUSEUM, P.O. Box A, Log Cabin Road, Kennebunkport, ME 04046 (207/967-2712) will hold the following special events.

October 17-19 and 24-25, Ghost Trolley.

December 6-7, Christmas Prelude with Santa.

NORTH CONWAY, NEW HAMPSHIRE, October 18. 23rd Annual Railfan's Day on the Conway Scenic Railroad. Grand Trunk 0-6-0 7470, three F-units GE 44-tonner, Alco S2 and EMD GP7 on freight, passenger and mixed trains. All-day trip through Crawford Notch and over recently opened trackage to Redstone, night photo session hosted by Les MacDonald. All-day passes $35 (does not include Crawford Notch), all-day "Notch" passes $50 coach or $60 first class. Information from Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947; 603/356-5251.

HARRISBURG, PENNSYLVANIA, October 18. Hudson River Valley Fall Foliage Excursion from Harrisburg, Lancaster and other points to Rhinecliff and Albany, N.Y., using Amtrak equipment. Optional ferry ride from Rhinecliff to Kingston. Contact trip sponsor for additional departure points. Tickets/information from Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566.

ST. JOHNSBURY, VERMONT, October 18. Excursion over Northern Vermont Railroad (ex-CP Lyndonville Sub) covering all trackage between Wells River, Vt., and the Quebec border. Consist includes ex-VIA Day-Niter coaches, sleeper, diner and former BAR business car *Schoodic.* Fare $58 (includes box lunch) from Mass Bay RRE, P.O. Box 467, Lincoln, MA 01773; 617/489-5277; e-mail CrawfordWm@aol.com.

KINGSPORT, TENNESSEE, October 18-19. "Clinchfield Nolichucky Gorge Special using chartered Amtrak equipment to Marion, N.C. each day via CSX. Coach tickets $85, first class and dining car service available. Information from Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37065; 423/753-5797.

DANBURY, CONNECTICUT, October 18-19. Foliage excursions over the Maybrook Line from the Danbury Railway Museum. Train show at the museum, vintage equipment displays. Call 203/778-8337 for more information.

HUNTINGTON, WEST VIRGINIA, October 18-19 and 25-26. New River Train excursions to Hinton, W.Va. Trains depart Huntington 8am, St. Albans 9am and Montgomery 9:45am. Intermediate stop to tour the depot at Thurmond. Amtrak equipment will be used. Tickets $99 adults, $69 ages 3-12, includes box breakfast and dinner. Deluxe, premium and private car service available at higher cost. Tickets or information from C.P. Huntington Railroad Historical Society, P.O. Box 1252, Ashland, KY 41105-1252; 304/453-1641.

CINCINNATI, OHIO, October 24-26. Convention of the L&N Historical Society. Tours include Cincinnati Union Terminal and Tower A, Queensgate Yard, Indiana & Ohio excursion and more. Registration $50 includes banquet, excursion, railfan guide and tours. Send order to L&NHS 1997 Convention Registration, P.O. Box 17122, Louisville, KY 40217.

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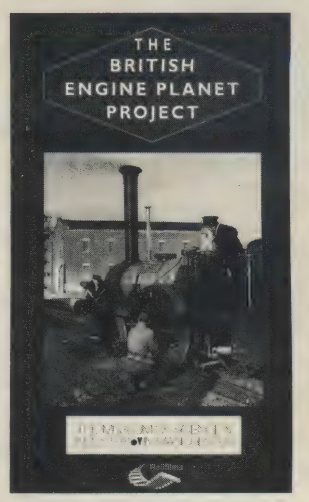

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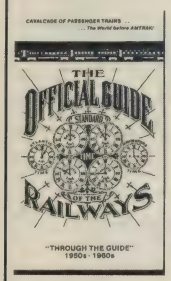

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WATERBURY, CONNECTICUT, November 1. Mixed train to Torrington, Conn., over the Naugatuck Railroad. Daylight and night photo stops, Lumedyne lighting provided. Departs Waterbury 12 noon. Tickets $35 from Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066-0700.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) is sponsoring the following trips. Most use regular service trains and depart from Chicago locations. Write or call for full details.

November 8, Historic Pullman tour.
December 6-7, Jumer's Castle Lodge in Champaign, Ill., via Amtrak.
December 26-31, New Orleans via Amtrak.

EAST ELY, NEVADA, November 8-9. Photographers Special on the Nevada Northern Railway featuring 4-6-0 40 and 2-8-0 93. Passenger and freight consists with numerous runbys on both the Keystone and Hiline route, box lunch, western barbeque, night photo session. Tickets $285 from Nevada Northern Railway Museum, P.O. Box 150040, East Ely, NV 89315; 702/289-2085.

PHILADELPHIA, PENNSYLVANIA, November 23. Turkey Trot Trolley Trip over portions of SEPTA's Route 23 using historic PCC. Trip departs Germantown car barn 10am. Tickets $28 from Wilmington Chapter NRHS, P.O. Box 1261, Wilmington, DE 19899. Information contact Steve Barry at 973/383-3355 9am-5pm ET.

WINNSBORO, SOUTH CAROLINA, November 29-30 and December 6. Train rides with Santa on the Rockton, Rion & Western. Tickets $4.75 adults, $2.75 children. For information contact South Carolina Railroad Museum, 230 Industrial Park Road, Winnsboro, SC 29180; 800/968-5909.

WHIPPANY, NEW JERSEY, December 6-7 and 13-14. Santa Claus Specials sponsored by Whippany Railway Museum. Trips depart hourly 12pm-4pm. Fare $7 adults, $4 kids under 12, babes-n-arms free. Advance tickets strongly recommended (no advance sales for 12pm trips). Send fare with prefered date and departure time to Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS, P.O. Box 1997, Portola, CA 96122 (800/359-4870 or 916/836-1745) is sponsoring the following foreign railfan tours. Call for details.

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India, December 6-20. Last of steam narrow gauge lines.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following foreign steam tours. Send a SSAE for details.

Myanmar, October 10-24, steam charters and festival of lights.
China, October 26-November 10, line side and industrial.

NEW YORK RAILROAD ENTHUSIASTS, P.O. Box 040320, Staten Island, NY 10394 (e-mail NYRRE@JUNO.COM) is sponsoring a tour of **Holland and England,** April 27-May 7, 1998. Included is a Chunnel crossing, transit tours of The Hague, Amsterdam and London, rail museums, more. Price will be under $2000, double occupancy. Write or e-mail for more details.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

October 4-5, Norcross, Ga., North Atlanta Trade Center.
October 25-26, Upper Marlboro, Md., Show Place Arena.
November 1-2, Edison, N.J., N.J. Convention & Expo Center.
November 8-9, Pennsauken, N.J., South Jersey Expo Center.
November 15-16, Monroeville, Pa., Pittsburgh ExpoMart.
November 22-23, Wilmington, Mass., Shriners Auditorium.
November 22-23, Novi, Mich., Expo Center ($6 adults).
November 29-30, West Springfield, Mass., Eastern States Expo Hall.

PERRIS, CALIFORNIA, October 4. Fall Railroadiana Swap Meet at the Orange Empire Railway Museum, 2201 South A Street, 9am-2pm. Train andf trolley operations 10am-5pm. All-day pass (includes rides) $6, ages 6-11 $4, under 6 free. Swap meet only $3. Information: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

SAVANNAH, GEORGIA, October 4. Historic Railroad Shops Model Railroad Show sponsored by the Coastal Heritage Society at the Historic Railroad Shops, 601 West Harris Street, 10am-6pm. Admission $3, seniors/students $2, under 12 free with parent. Information: Cyndi Sommers at above address or 912/651-6823.

CAPAC, MICHIGAN, October 5. Railroad Swap & Shop Meet & Toy Show sponsored by Capac Community Historical Society at Capac High School, North Glassford, 10:30am-4pm. Admission $2. Information: Joseph Biondo, 15680 Imlay City Road, Capac, MI 48014-2300.

BOURNE, MASSACHUSETTS, October 11. 7th Annual Railroad & Model Train Show sponsored by Cape Cod Chapter NRHS at Upper Cape Cod Regional Technical School, Route 6, 10am-4pm. Admission $2, seniors over 62 $1, kids 6-15 $1, under 6 free, family maximum $5. Information: Paul Eagan, 196 Court Street, Plymouth, MA 02360; 508/746-6558.

FORT WORTH, TEXAS, October 11-12. Lockheed Martin Recreation Association 15th Annual Railroad Show at the recreation area, 3400 Bryant Irvin Road, 10am-5pm Saturday, 11am-5pm Sunday. Admission $5, under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 6-10pm CT.

DOBBS FERRY, NEW YORK, October 12. 22nd Railroadiana Auction sponsored by the Railroad Auction Co. at Mercy College. For catalog of over 700 lots send $10 to Railroad Auction, 377 Ashford Avenue, Dobbs Ferry, NY 10522. Information 914/693-5858.

ST. LOUIS, MISSOURI, October 18. Railroad Swap Meet sponsored by McDonnell Douglas Railroad Club at Greensfelder Recreation Complex, Queeny Park, 550 Weidman Road, 10am-3pm. Admission $2, under 12 free. Information: Wayne Schimmel, 733 Hwy. Y, Winfield, MO 63389-2206; 314/668-6313 after 6:30pm CT.

MANSFIELD, OHIO, October 18. Mansfield Train & Toy Show at Richland County Fair Grounds, 750 N. Home Road, 10am-4pm. Admission $2, parking $1. Information: La-Way Promotions, Laura & Wayne Pfleiderer, 1120 Sherwood Drive, Bucyrus, OH 44820; 419/562-8473.

PHOENIX, ARIZONA, October 18. Everything Railroad Fall Swap Meet sponsored by Sahuaro Central Railroad Heritage Preservation Society at the Postal Letter Carriers Union Hall, 3720 West Greenway Road, 9am-1pm. Admission $3, 12 and under free with adult. Information: Harold Shelton, 2337 W. Stella Lane, Phoeniz, AZ 85015; 602/242-0751.

OTTAWA, ONTARIO, October 18-19. Railfair 20 sponsored by the Ottawa Valley Associated Railroaders and the British Railway Modellers of North America at Algonquin College, Woodruff Campus, 11am-5:30pm Saturday, 10am-5pm Sunday. Admission $6, teens/seniors $3, kids 5-12 $1. Information: Tom Patterson, 159 McCurdy Drive, Kanata, Ontario K2L 2Z7.

BINGHAMTON, NEW YORK, October 19. 4th Annual Southern Tier Railfest sponsored by Susquehanna Valley Chapter NRHS at the Heritage Conference Center, Watson Blvd., Johnson City (Binghamton), 9am-4pm. Admission $3, under 12 $1.50. Information: Bob Pastorkey, SVRHS, P.O. Box 2415, Binghamton, NY 13902; 607/775-1267.

SPOKANE, WASHINGTON, October 19. Spokane Model Railroaders & Inland Empire Railway Historical Society Swap Meet & Show at Spokane Community College "Lair," East Mission & North Greene, 10am-4pm. Admission $3, under 12 free with adult. Information: Jerry Fey, 2804 East 25th, Spokane, WA 99223; 509/535-7186.

LONDON, ONTARIO, October 25. Forest City Railway Society's

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NEW WINDSOR (NEWBURGH), NEW YORK, October 25. Train Show at St. Joseph's School, 148 Windsor Highway, Route 32, 9:30am-4pm. Admission $3. Information: Barney Prisco, RD #7 Box 226, Middletown, NY 10940; 914/386-5146.

ORLANDO, FLORIDA, October 25. Central Florida Chapter NRHS Railroadiana, Model & Toy Train Show & Sale at Loch Haven Park Neighborhood Center, 610 North Lake Formosa Drive, 10am-2pm. Admission $2, under 12 free. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

INDIANAPOLIS, INDIANA, October 25. Annual Crossroads of America Railroad Artifact Show & Sale at the Indiana National Guard Armory, 1500 South Holt Road (four blocks south of Exit 77 of I-70), 9am-3pm. Admission $3, under 12 free. Information: Larry Woodard, 5447 University Avenue, Indianapolis, IN 46219; 317/353-8545.

DEARBORN (DETROIT), MICHIGAN, October 26. Trainorama '97 sponsored by the Redford Model Railroad Club at the Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Admission $4, under 12 free with adult. Information: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

GREAT FALLS, MONTANA, November 2. Great Falls Train Fair at University Great Falls, McLaughlin Memorial Center, 9:30am-4pm. Admission $2, under 12 free with adult. Information: Great Falls Train Fair, 133 14th Avenue South, Great Falls, MT 59405; 406/453-6192 after 4pm.

MOUNT CLEMENS, MICHIGAN, November 2. Gratiot Valley Railroad Club Swap-N-Shop at Clintondale High School, Little Mack at 15 Mile Road, 10am-3pm. Admission $3, 12 and under free. Information: Uwe Thormaehlen, 281 North Avenue, Mount Clemens, MI 48043; 810/468-4877.

NORTH HAVEN, CONNECTICUT, November 7-8. New Haven Railroad Historical & Technical Association Train Show at the Holiday Inn, Rt. 5 (exit 12 off I-91), 7pm-??? Friday, 9am-3:30pm Saturday. Admission $3, family $5. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06497; 203/378-0373 6pm-10pm.

FORTH WORTH, TEXAS, November 8-9. Holiday Train Show at the Will Rogers Memorial Center, 1 Amon Carter Square, 10am-5pm. Admission $5, under 12 free. Information: Russ Covitt, 5560 Rice Drive, The Colony, TX 75056; 972/625-4012 6pm-10pm CT.

DOYLESTOWN, PENNSYLVANIA, November 15. 3rd Annual Chalfont Boro PBA Train Show & Sale at the Lenape Middle School, Rt. 202 at Rt. 611, 9am-3pm. Admission $3, under 12 free. Information: Paul Myers, 15 Mystic View Lane, Doylestown, PA 18901; 215/345-5017.

STROUDSBURG, PENNSYLVANIA, November 15. Fall Train Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, 9am-2pm. Admission $3, under 12 free. Information: John Lutz, 39 Kinney Avenue, Mount Pocono, PA 18344; 717/839-7465.

PARSIPPANY, NEW JERSEY, November 16. Train Show sponsored by Tri-State Railway Historical Society at 33 Baldwin Road. 9am-3pm. Admission $4, children $3, family $6. Information: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

PALATINE, ILLINOIS, November 16. 6th Annual Palatine Railroad Show & Sale at the Ramada Hotel Woodfield, 920 East Northwest Highway (one block west of Ill. Rt. 53), 10am-4pm. Admission $3, under 12 free. Information: Russell B. Fierce, 3565 Winston Drive, Hoffman Estates, IL 60195; 847/358-1185.

PEORIA, ILLINOIS, November 16. Peoria Train Fair sponsored by Illinois Valley & River City Railroad Clubs at Illinois Central College, Rt. 116 and Rt. 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

ALBANY, NEW YORK, December 7. Great Train Extravaganza sponsored by Mohawk & Hudson Chapter NRHS and Upstate Train Associates at Empire State Convention Plaza, 10am-4pm. Admission $3, ages 6-12 $1. Information: Great Train Extravaganza, P.O. Box 2131, Albany, NY 12220-0131.

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We'd Like You To Meet ...

Richard C. Borkowski, Jr.

The author of this month's feature on Norfolk Southern's Rathole was born near Pittsburgh in 1972. It was only natural for Rich Borkowski to be a railfan, as he grew up less than 50 yards from the Pittsburgh & Lake Erie's Yough Branch and within sight of the Chessie System's Western Subdivision. Some of his earliest memories are of taking walks with his dad to MK Tower to watch afternoon Trailer Jets of the Chessie System. Every evening, P&LE westbound PC-1 would stop near to his house to call the dispatcher, and the friendly crew would always find time to chat.

Although he always had an interest in trains, Rich didn't become a railfan photographer until the late 1980s. Most of his time was spent along CSX in southwestern Pennsylvania. While attending college at the University of Pittsburgh in the early 1990s, Rich developed an interest in photographing trains with the magnificent Pittsburgh skyline as a backdrop. After experimenting for five years with various films, Rich has grown to favor Ektachrome Elite 100, which is used almost exclusively in his Minolta Maxxium 7000. The faster speed allows more flexibility in lens selection, even though there is some trade-off in film grain. His arsenal of Minolta lenses include a 50mm *f*1.4, a 28-70mm *f*4.0 zoom and a 70-210 *f*4.0 zoom. His photography has appeared in *Railpace*, *Trains* and *Diesel Era*.

When he hits the road, Rich prefers heavy-duty mountain railroading. His home in Boston, Pennsylvania, is within 90 minutes of the heart of the former Baltimore & Ohio. He likes to hit the B&O main over Sand Patch Grade as well as the West End (the line between Cumberland and Grafton that crosses 17 Mile Grade). Since a lot of his family worked for the B&O or works for CSX, he tends to leave Conrail alone. He is currently working on a book project that will cover CSX operations on Sand Patch. About 90% of his railfanning time is spent on CSX. In fact, the trip covered in this article was his first experience with Norfolk Southern. When not out along the tracks he plays hockey or heads into the woods hiking or backpacking.

Rich works for the *Standard Register* as a special account assistant in their Greentree office, just outside of Pittsburgh. His second story office overlooks the Wheeling & Lake Erie's Rook Yard. And even though the foliage along CSX will be spectacular, Rich plans a return visit to the Rathole this fall.

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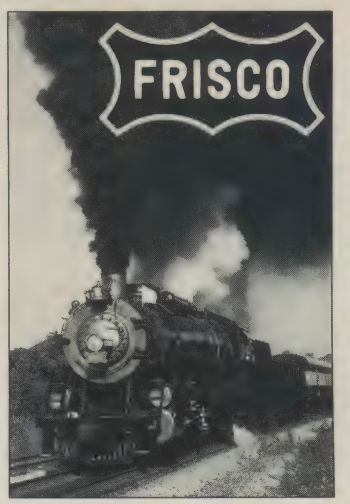
1522



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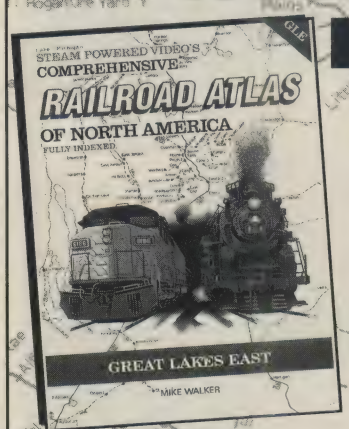

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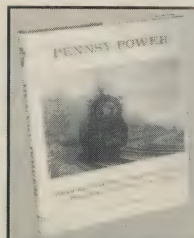
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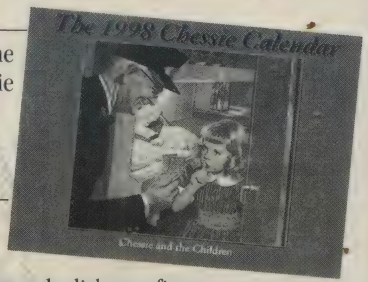

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through which this old D&RGW main line passes. Some sequences may be long for some of you, but the content is about the best one could do with slow-moving diesels. The narration is not intrusive, yet is very accurate and informative. This is basically a runby tape, including train meets and varied, multiple shots of each train passing. Without a map and profile, the uninitiated need to imagine where and how the route winds its way along the Eagle and then the Arkansas Rivers. However, via the narration and video coverage the viewer does gain an appreciation for the operations, such as the use of pushers and swing helpers, and how they are used on downgrade trains as well. It was a marvelous operation, albeit an operating department's frustration. It was awesome during the steam days, too, as recorded by Dick Kindig's black & white print images.

The combination of deep snow, generally sunny skies (with some snowstorms), heavy trains, modern power and fantastic scenery are hard to beat. This tape is probably properly billed as the last tape to be shot during a Tennessee Pass winter. Purists may balk at coverage of mostly SP (and some UP and other) diesels on the D&RGW, but, like foreign steam, once you see it the paint doesn't seem to matter. If I had any major criticism of the tape, it would be the lack of a map and a profile, and we could use a few scenes between Salida and Cañon City, including the Royal Gorge, even if the ground wasn't snow covered. But then, maybe there's another tape on the way? This one's a good, solid effort on the part of Peter and Chris Crook — TOM KELCEC.

Union Pacific's main line

"Union Pacific Super Railroad Volume 2: Cheyenne to Ogden," from Green Frog Productions, 200 N. Cobb Parkway, Building 100, Suite 138, Marietta, GA 30062; 800/227-1336; $39.95 plus $5.00 shipping; VISA/MC accepted; 90 minutes, color.

The major railroads of the United States attract a seemingly unending series of tapes, both historical and contemporary. Is there anything more to cover? Green Frog, long known for its vintage tapes (a.k.a. transferred movie film) has been branching out to more contemporary subjects. This tape, covering Uncle Pete across Wyoming in sort of "what I saw on my summer vacation" style coverage, takes us geographically from Cheyenne to the approaches to Ogden. Not an in-depth coverage of any one piece of the railroad, and generally shot from areas of public access, this is a straightforward representation of the traffic and scenes you might see as you or Chevy Chase traverse Routes 30 and I-80. Some of the classic expected views are missing, but there are ample shots of other areas seldom seen (Rawlins fuel racks, Hanna, Aspen tunnels) that bring a fresh approach to the vastness of Wyoming.

We start at the C&S (sorry, BNSF) overpass at the west end of the UP's Cheyenne yard and see a couple of eastbounds and one freight on the BN (umm, BNSF) but do not see the classic "Run 8" departure from

Cheyenne westbound under the truss bridge, or the UP's station in town. From here, we jump to the Powder River Basin, around Bill and Logan Creek, Wyoming, to see a few BN and C&NW-powered coal trains and a mine or two in the only cloudy coverage of the tape. Consistent with the entire tape, there is good narration on the trains you are seeing and the operational circumstances of the day. Back on the main line our exposure to Sherman Hill is restricted (due to locked access gates) to Speer, Buford, Harriman, Dale Junction and some very nice runbys on the west side of the Hermosa tunnels of both freights and Amtrak's *Pioneer*. The seldom-covered topography at Rock River is next seen with several trains (this is a "major" feature in otherwise flattish Wyoming), and at Medicine Bow we see track gang machinery in addition to the omnipresent UP traffic, often with mixed power of some sort. After Como, Hanna and Wolcott are visited, we end up at twilight at the Rawlins fuel racks, the first fuel for westbounds after North Platte.

Green River is shot from the footbridge just west of the station, and an eastbound and a westbound meet and change crews here in a nice series of shots of contemporary railroading. Our next stop, Granger, is made interesting by a combination of meets involving the Oregon Short Line and main line action and the accompanying narration.

The high point of the tape for me, scenery bug that I am, is the good coverage of the 6,000-plus-foot Aspen Tunnels, including on-top-of-the-tunnel views. The other personal highlight is Echo and Weber Canyons, which we get a brief taste of, including the truss bridges, original tunnels and Devils Slide. This area warrants more coverage, in my opinion, such as eastbounds on the newer, lower grade, high line. Once again, a track gang has to steal time and is fit in amongst the freights and a local. We end at Ogden, not in the yard or engine terminal but at the old UP station, now a visitors center (exceptionally well done preservation, I might add) and close with a shot of the gas turbine, Centennial and relatively dinky SP SD9 unit under the display shed outside.

Besides the modern sharpness and color of this tape, the sound is bonafide crisp and clean stereo, and when the ever-present Wyoming winds or distance prevent good, live train sounds, music or narration substitutes. Wyoming is a tricky place to shoot, especially for first timers, since one is inclined to include the vast scenery more than the train, sometimes resulting in Wendy's-style "where's the train?" photographs. John Koch did a nice job of balancing close-in, scenic and telephoto views into a pleasing presentation. However, even the mightiest of tripods is susceptible to wind vibration along the UP (I've seen 16mm cameras blown over), and there are some jiggles here and there, but few.

Personally, I would have opted for more coverage at locations such as the canyons east of Ogden, Point of Rocks, westbounds leaving Cheyenne and Green River, and perhaps left out the brief Powder River coverage to accomplish this. Primarily a runby tape, the content and narration present a satisfactory, quick look at a long stretch of railroad with some innovative twists. The tape should appeal to diehard UP fans and those curious of modern operations across the high, desolate plains of Wyoming — TOM KELCEC.

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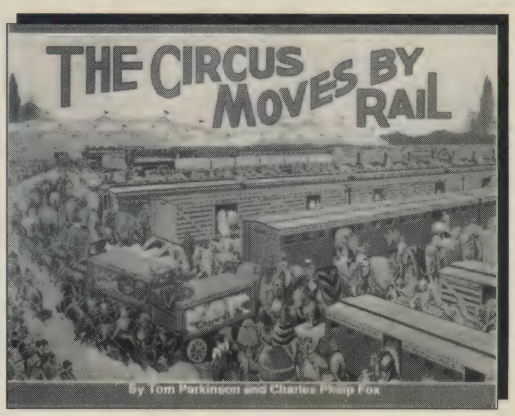

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Croton-Harmon to Grand Central Terminal, NY. 22B
Albany, NY to Pittsfield, MA 23A
Pittsfield to Springfield, MA 23B
Springfield to Worcester, MA 23C
Worcester to Boston, MA. 23D
North Station to Fitchburg, MA. 37
Rockport, MA to North Station. 38
Attleboro, MA to South Sta. & Lowell to North Station 39
Ipswich, MA to North Sta. & Stoughton to South Station 40
North Sta. to Haverhill, MA & Framingham to South Station ...41
Franklin , MA to South Station plus Highlights 36
Enola, PA to Shocks Mills Bridge 24A
Shocks Mills Bridge to Holtwood, PA. 24B
Holtwood to Port Deposit, PA. 24C
Port Deposit, PA to Amtrak "OAK" interlocking. 24D
Pittsburg to Suterville, PA. 20-3
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Indian Creek to Rockwood, PA. 20-5
Rockwood to Hyndman, PA. 20-6
Hyndman to Stuart Tunnel. 20-7
Stuart Tunnel to Martinsburg, WV 20-8
Martinsburg to Dickerson, MD. 20-9
Dickerson to Washington, DC. 20-10
Chicago to Miller, In. 25A
Miller to Michigan City, IN. 25B
Michigan City to South Bend, IN. 25C
Raritan to Newark, NJ.. 12
Atlanta to Temple, GA. 30-1
Temple to Iron City, GA. 30-2
Iron City, GA to Pell City, AL 30-3
Pell City to Fairfield, AL.. 30-4
Fairfield to Hull. 30-5
Hull to Meridian, MS. 30-6
Chicago Union Station to Aurora, IL. 72
Richmond to Alexandria, VA..(4 Parts) 48-1,2,3,4
Atlantic City to Atco, NJ. 53A
Atco, NJ to 30th Street Station, Philadelphia. 53B
Lindenwold, NJ to Philadelphia, PA. 77
Hoboken to Montclair, NJ. 67
Hoboken to Gladstone, NJ 58
Hoboken to Dover, NJ 59
Hoboken, NJ to Suffern, NY..(Bergen County Line) 60
Hoboken, NJ to Suffern, NY..(Erie Main Line) 61
Hoboken, NJ to Spring Valley, NY. 62
Suffren to Campbell Hall, NY. 63A
Campbell Hall to Port Jervis, NY 63B
Hoboken to Netcong, NJ. 68
Wayne Junction (Phila.) to West Trenton, NJ. 74
30th Street Station, Philadelphia to Norristown, PA ...75
Elwyn to Wayne Junction, PA. 73
69th Street, Philadelphia to Norristown, PA 46
Media, Sharon Hill Line to 69th Street 50
Grontn, CT to Gardner, MA..(4 Parts). 81-1,2,3,4
Providence, RI to Worcester, MA. 82
Jamaica to Speonk, NY. 85
Babylon to Patchogue and Return 86
Port Jefferson to Huntington & Jamaica to Long Island City. . . 89
Long Beach to Los Angeles, CA. 91
Greenport to Ronkonkoma, NY 102
Ronkonkoma to Jamaica, NY. 103
Jamaica to Speonk..(Via Main Line). 104
Speonk to Montauk, NY. 105
Anchorage to Fairbanks, Alaska..(7 Parts).95-1,2,3,4,5,6,7
Meadows Yard to Dover, NJ..(Boonton Line). 94
Jamaica to Oyster Bay, NY. 111
West Side Yard..(Penn Sta) to Cold Spring Harbor, NY. . .112
Cold Spring Harbor to Port Jefferson, NY. 113

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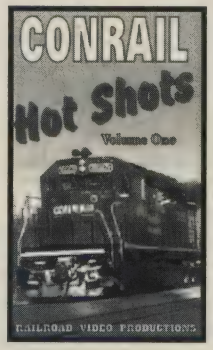


Tape No. 117

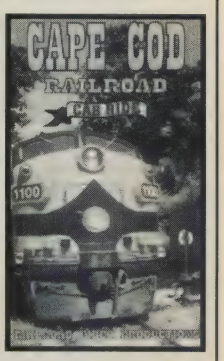
This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.

Tape No. 118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.



Tape No. 116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.

Tape No. 115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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RAILNEWS

SUSQUEHANNA SAVED ONCE AGAIN The New York, Susquehanna & Western Railroad is one of the most tenacious lines in the East. Saved from abandonment more than once in its tenuous existence, the little road has managed to land on its feet in a big way this time. Norfolk Southern, CSX and Delaware Otsego's president and chief executive officer Walter Rich (who led the "Susie-Q's" resurrection in the mid-1980s as the head of parent company Delaware Otsego Corporation) have submitted an offer to the DO board of directors that proposes an acquisition by the consortium of 100% of the DO Corporation's outstanding stock at a price of $19.00 per share. (On August 18, the deal was approved at $22 a share.) This offer, when accepted, will ensure the survival of the NYS&W while the Northeast is gripped by merger-mania and short lines wonder if the promises by CSX and NS of better competition are genuine.

The deal is valued at a total of $64.67 million, with $40.43 million being paid in cash the group assuming about $1,1 million of debt and repaying another $6.75 million of debt. CSX will pay $25.53 million, including $2.09 million in stock, while NS will contribute the same amount in cash. Rich will add $2.6 million according to the plan and will also remain active in the new company, which is currently unnamed. At this point, Rich owns 14% of DO stock while CSX has 6%.

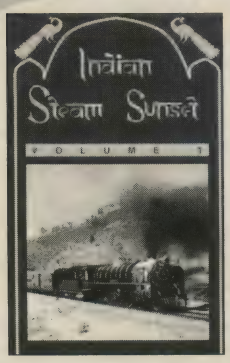
The Delaware Otsego began under Rich as a three-mile tourist-hauler in upstate New York that got bought out by the state for a highway right-of-way. After investing in other short lines in the area, Rich had the opportunity to purchase the about-to-be-torn-up New York, Susquehanna & Western in New Jersey — a railroad with valuable property near the New York Metropolitan area but no viable freight traffic. By combining trackage rights over the former-Erie main line, acquired in his short line deals with Conrail, and the sale of land for a SeaLand container terminal in New Jersey, Rich suddenly had the NYS&W in the coast-to-coast double-stack container train business. These container trains competed against Conrail's 98% market share and made the Delaware Otsego $23 million in 1996 for hauling containers between Buffalo, N.Y., and Little Ferry, N.J., just a stone's through across the Hudson River from New York City. This business accounted for 69% of the parent company's 1996 revenue. CSX and NS fed this business to the NYS&W, so when they began to talk about carving up Conrail, the DO was faced with an unsettling prospect: losing nearly three-quarters of its business to two mega-roads that look at $23 million as lunch money.

Walter Rich did what any savvy businessman would do and looked for a way to save his company. This joining of the two companies and Rich, while preserving Rich's livelihood, also serves to defuse a possible bomb that could have damaged NS and CSX's acquisition of Conrail: DO's grumblings about being shut out by the big two. With the new alliance, CSX and NS have a buffer against charges of shutting out competition "Conrail style." This will also give Canadian National and Canadian Pacific a railroad over which to ship goods from Canada into the New York City area marketplace, provided NS, CSX and the "new" Susquehanna hold true to the doctrine of increased competition.

Delaware Otsego Corporation is a non-rail holding company, based in Cooperstown, N.Y., whose principal subsidiary railroad, the New York, Susquehanna & Western Railway Corporation, provides freight service to shippers in northern New Jersey and central New York. DO also controls the Toledo, Peoria & Western Railway, a Midwestern regional railroad.

TENNESSEE PASS' LAST GRANDE HOUR The Union Pacific's former Denver & Rio Grande Western "Royal Gorge Route" was scheduled to host its last time freight on Saturday, August 23, 1997. After that date, the line would see only a local run once or twice per week based out of Cañon City, Colorado, going as far west as Malta, which is near Leadville, Colorado. This arrangement will have the train utilize the Royal Gorge trackage but will leave the tracks over Tennessee Pass vacant.

Indian Steam Sunset NEW



Volume One • THE MODERNIZATION of India's railways has brought about the demise of the steam locomotive. We travel from Bombay to Hubli where the end of steam on the meter gauge is imminent. Behind a diesel the journey includes a side excursion down the famous Western Ghats from Castle Rock towards Goa. Back in Bombay we travel northwards into Gujert taking in branches to the wild of Waghai and Umarpada on what was the last week of steam operation on the Western Railway narrow gauge — **62 minutes $24.95**

Volume Two • FROM THE LAKE PALACES of Udairpur in Rajasten we are at the controls of YP class No. 2777 for a journey to Chittaurgarh. From here we make a brief visit to the famed Taj Mahal. At Varanasi we take a meter-gauge locomotive for a run over one of India's most impressive viaducts. Steam is still alive on the sugar mill lines at Sardarnagar. We watch "Tweed," an 1873 Glasgow-built locomotive, haul a dual-gauge sugar-cane train — **54 minutes $24.95**

Volume Three • IN THIS FINAL VOLUME we visit Nepal before moving on to the famous Darjeeling Himalayan Railway. Climbing over 7,000 feet into the foothills of the Himalayas, this two-foot-gauge line performs never-ending aerobatics through the tea plantations towards Darjeeling. At Moradabad and Saharanpur we witness the last of the WP class Pacifics. Down at Madras we journey on the Nilgiri Hills Railway — **45 minutes $24.95**

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Five companies have already filed bids for all or part of the lines Union Pacific wants to abandon in Colorado: the 178-mile Tennessee Pass Line between Dotsero and Cañon City, Col., and the 122 miles of former Missouri Pacific rail east from NA Junction, east of Pueblo to Towner, Colorado, located on the Kansas border. Two companies are interested in all of the lines, while the other three are proposing to operate only portions. The state of Colorado, and not Union Pacific, will screen submitted proposals. Companies that pass this initial phase will then have their proposals scrutinized by an independent panel which will then choose what company or companies will be permitted to negotiate with Union Pacific concerning an operating arrangement. The Colorado governor's Office of Business Development has stated that bids to purchase the lines and scrap them would not be accepted.

WARBONNET PAINT UNDERGOES MODIFICATION Burlington Northern Santa Fe has directed General Electric to change the black lettering in the yellow and black nose herald on the 700-class C44-9W's from "SANTA FE" in the streamlined font which was popularized on Santa Fe diesels in the 1940s to "**BNSF**" which is the more modern Cooper Black typeface that was used on Santa Fe equipment beginning in the 1960s and is currently used on the sides of the new 700-class units. It is reported that the type will be stretched out in a 2:1 aspect ratio to match the contours of the "cigar band" on the nose. The BNSF lettering will appear in black, and the design of the cigar band will not be altered otherwise. Since the order is already in production at Erie and being delivered (**page 3**), it's up to GE to decide which unit will be the first to get this modification, though the thinking is it will be the 726. The first 100 units from this order will be red and silver. The livery of the remaining 70 units, which will pick up the "Goat Boat" numbers from 1124, has not been released as of press time.

NEW AMTRAK NORTHEAST CORRIDOR P42s More General Electric power is arriving on Amtrak this summer, despite the carrier's bottom-line problems. The biggest changes on the Genesis units (**page 3**), besides wrap-around striping, is that the dark gray paint, previously used to highlight only the roof line, has been dropped down to cover the face as well as the top portion of the "B" end. Other changes include smaller "AMTRAK" graphics on the carbody sides, white numerals relocated to the large blue stripe behind the cab door, a small white Scotchlite strip that separates the dark gray and platinum mist paint and "Northeast Corridor" service designation placed in front of the builder's plate. A total of eleven units are expected to be delivered in this paint scheme. The new P42s are at present, assigned exclusively to Harrisburg-Philadelphia service but eventually will see more trips to Empire Corridor service — GARY PANCAVAGE.

BNSF TO SELL CAMAS PRAIRIE LINES The Burlington Northern & Santa Fe Railway Company announced that it will sell certain properties located in Lewiston, Idaho, and east of Lewiston to the Camas Prairie Railroad. The CSP is jointly-owned by BNSF and Union Pacific, which has already announced its intention to sell certain properties west of Lewiston. (The Camas Prairie was incorporated November 4, 1909, to operate lines in northern Idaho and eastern Washington. It was jointly owned by the Northern Pacific and the Oregon-Washington Railroad & Navigation Company, which was a subsidiary of the Union Pacific.)

The Camas Prairie will then offer to sell the former BNSF and UP properties to a new railroad company. Included in the sale will be approximately 172 miles of BNSF-owned track in Lewiston and east of Lewiston, 70 miles of track west of Lewiston, rail yard properties in the Lewiston Yard and a variety of freight cars.

Currently, two local trains operate on the Camas Prairie lines. The first operates on the lines east of Lewiston on a six-days-per-week basis, and the second also operates on the same schedule west of Lewiston.

BNSF announced in February 1996 that it would sell approximately 4,000 miles of light-density lines over the coming years. Since that time, the company has sold more than 2,200 miles of track in Colorado, Idaho, Kansas, Missouri, Nebraska and Washington to a number of short line operators.

AMTRAK TO CONTINUE OPERATION OF *TEXAS EAGLE* Amtrak announced on July 26, 1997, that it intends to continue operation of the *Texas Eagle* for an indefinite period beyond the September 30, 1997, date specified between Amtrak and the state of Texas. The loan agreement provided $5.6 million to continue operating the *Texas Eagle* three-days-weekly between Chicago and San Antonio beyond its previously scheduled discontinuance on May 10, 1997 (see RAILFUN, **page 53**).

Amtrak is able to continue operating the train because its express business is growing and prospects for its future growth warrant the continued operation of the train. (Incidentally, the nationwide strike by more than 180,000 Teamsters against UPS has caused a surge in the amount of mail that is carried by Amtrak trains, and although the rise is temporary, it is financially aiding Amtrak's bottom line for the time being.) The loan agreement with the state of Texas provided Amtrak the opportunity to develop a broader customer base for the *Texas Eagle*, including more passengers and express customers than could have been developed without continuation of rail service.

Amtrak president, chairman and chief executive officer Thomas M. Downs attributed the survival of the *Texas Eagle* to the strong support of Senator Kay Bailey Hutchinson. Downs stated, "Her efforts to enact legislation that would allow Amtrak to improve business practices and enable Amtrak to have a dedicated source of capital funding similar to other transportation modes will guarantee a strong and efficient national rail passenger system." Amtrak would also like to thank state and local officials for their continued support of *Texas Eagle* service.

Amtrak is now accepting reservations for travel on the *Texas Eagle* through October 25, 1997. Amtrak will accept reservations for travel on or after October 25 once its national fall timetable has been finalized. Customers should visit a staffed Amtrak station, call 1-800-USA-RAIL or see an authorized Amtrak travel agent for details on this or any other Amtrak service. Schedule and service information is also available at the Amtrak site on the World Wide Web at **www.amtrak.com**.

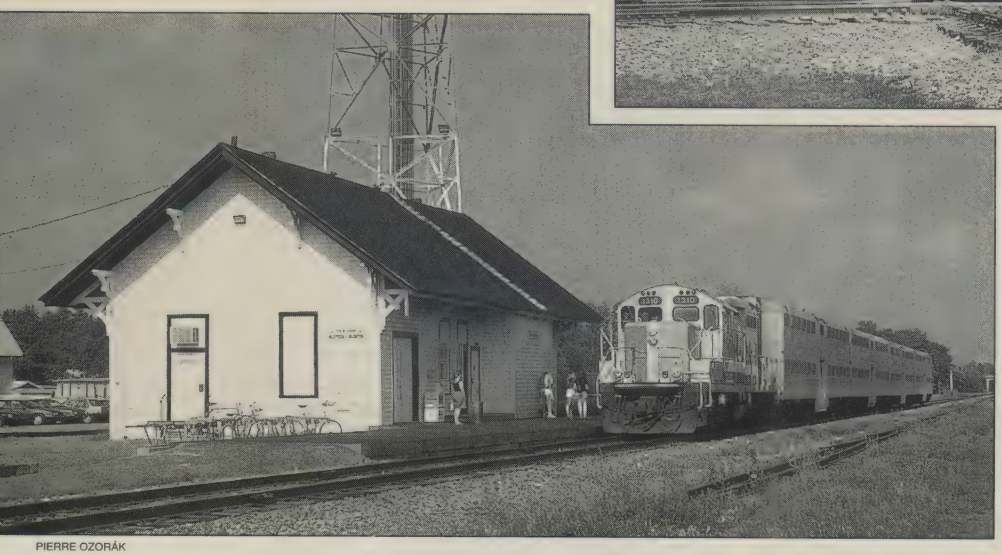
STATESRAIL COMPLETES PURCHASE OF BNSF TRACKAGE Following up a news story in the October 1997 issue of RAILFAN & RAILROAD, the Alabama & Gulf Coast Railway, a subsidiary of Dallas, Texas-based StatesRail, will take over the 139-mile BNSF former-Frisco route between Pensacola, Florida, and Kimbrough, Alabama, in September 1997. The A&GC will invest $3.5 million in capital improvements to purchase new equipment, repair two railroad bridges at Atmore, Ala., and rehabilitate the 36 miles of track between Atmore and Cantonment, Alabama.

CANADIAN PACIFIC SPENDING $12 MILLION IN 1997 To improve trackage on the former Milwaukee Road, CP Rail is in the process of spending $12 million this year on capital projects in the Milwaukee metropolitan area to improve the flow of freight traffic. As part of the program, CP is installing rail, ties and ballast; continuing to upgrade its Muskego Yard; replacing bridges, and making other track and signal changes in the Milwaukee area. The improvements are part of a $105 million capital improvement budget for 1997 in the seven-state Soo Line/Milwaukee Road portion of the system. Soo Line is a wholly-owned subsidiary of CP, which provides service on over 3,500 miles of lines in the U.S. Midwest. The capital improvements are funded entirely by CP.

The railway's major capital projects in the Milwaukee area include installation of 10.2 miles of rail south of Milwaukee in the Caledonia area and replacement of rail in curves at various locations in the vicinity; lifting and undercutting both main tracks from Brookfield to Grand Avenue in Milwaukee; cleaning and adding new rock ballast along with installing 17,600 new ties; continuing major upgrades for Muskego Yard (begun in 1996) by installing three miles of rail, 10,000 ties and replacing track connections in the yard; replacing two double-track steel bridges with new spans and continuing repair work on two additional structures between Milwaukee and Ixonia, and installing double-track, re-designing signal equipment and new track switches at Grand Avenue and the entrance to Muskego Yard. Most work is scheduled for the summer and fall months and will require some changes to train

TEMPORARY COMMUTER SERVICE IN MONTREAL In response to a five-month, major repair program to the Marius-Dufresne bridge (Highway 117), the *Agence Métropolitaine de Transport* in Montréal, formerly the STCUM (*Sociéte de Transport de La Counaute Urbaine de Montréal*), introduced a temporary commuter rail service to alleviate traffic congestion caused by the construction. On Monday, May 12, 1997, trains began operating over St. Lawrence & Hudson Railway tracks between Park Avenue Station in Montreal and Blainville, which is located on the north shore across the *Riviére des Prairiés* from Montreal Island. Southbound departure times from Blainville are 6:15 a.m., 7:30 a.m. and 5:06 p.m., while northbound trips out of Park Avenue Station are set for 6:55 a.m., 4:30 p.m. and 5:46 p.m. Equipment utilized for this service includes a GP9, three gallery coaches and a fourth control-cab-equipped coach, as the train is not turned around after each trip. On Monday, June 30, 1997, *Agence Métropolitaine de Transport* train, with GP9u 1310 (formerly CN 4346) was filled with afternoon commuters as it made a stop in Ste-Thérèse, Québec **(below)**, before continuing its journey north to Blainville.

KEN YOUNG

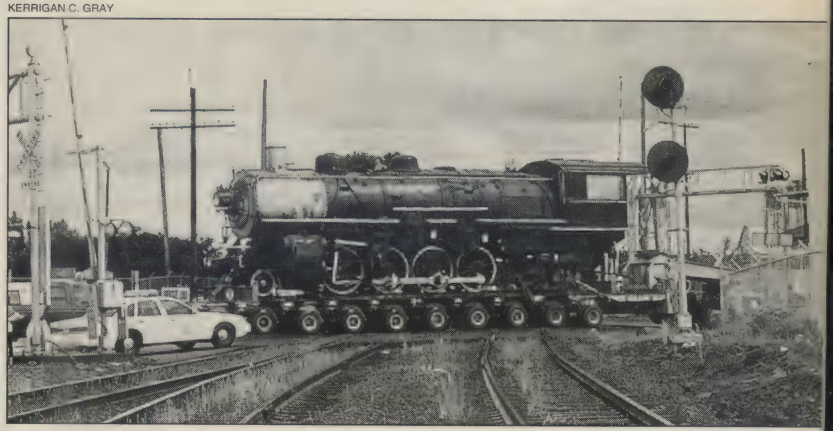


PIERRE OZORÁK

CSX ACTION AT DESHLER, OHIO Dormant since 1991, CSX's ex-B&O line between Deshler and Perrysburg, Ohio, is once again hosting time freights because of major track work on the ex-B&O Chicago main line (in foreground). Train Q-515 was southbound on June 15, 1997.

SOFC: STEAM ENGINE ON FLATCAR Rather, a tractor-trailer flatbed transported Spokane, Portland & Seattle Mikado 539 (ex-NP 1972) from Esther Short Park in Vancouver, Washington, on June 21, 1997, to the Boise Cascade facility in Vancouver for asbestos removal in preparation for restoration. It was seen crossing BNSF's former-SP&S main line at West 7th and Jefferson Street **(below)**.

KERRIGAN C. GRAY



RIVERSIDE REVIVAL One of the first transactions to be completed by the new owner of the Green Mountain Railroad, the Vermont Railway, was the acquisition of the remaining portion of the former Steamtown site at Riverside, Vermont. By mid-July 1997, the former Steamtown museum display area and shop location were being transformed into a major rail-to-truck transfer site for PMI, a large lumber distributor formerly located on the New England Central Railroad at Sharon, Vermont. GMRC RS1 No. 405 **(below)** was spreading ballast at the new transfer site on July 14, 1997, while a forklift loaded lumber received by rail onto a tractor-trailer in the background. PMI expects to receive approximately 900 or more carloads of lumber per year. In addition, GMRC / VTR expects other shippers to locate to the site as well.

FREDERICK G. BAILEY

Where there's smoke, there's fireball!

Fireball on the

by Steve Barry

TWO KODACHROMES: FRED JONES / NIGHT LIGHTING BY TOM KELCEC

THE THUNDER OF A COAL TRAIN returned to the former Western Maryland Railway at Cumberland on Sunday, July 20, 1997, when the Western Maryland Scenic Railway operated a charter photo special for Carl Franz. Power for the trip was WMSR's 2-8-0 "WM 734," formerly Lake Superior & Ishpeming 34.On Saturday evening the Consolidation was posed in front of the WM depot (**above**) in downtown Cumberland. Early Sunday morning the ten-car train began a series of runbys that allowed photographers to capture scenes reminiscent of those William Price made of the in-service WM in the 1940s and '50s. The train pounded upgrade toward Brush Tunnel (**right**) in one of four angles available at that location. The grand finale was a quadruple runby on Helmstetter's Curve, with views available from both an elevated vantage point and ground level (**opposite top**). Bill Price captured WM 755 on the former Cumberland & Pennsylvania (purchased by the WM in 1944) approaching Frostburg (**opposite bottom**) on July 2, 1952 . This track is now part of the WMSR and was traversed by the charter.

Mountain!

KODACHROME: STEVE BARRY

KODACHROME: WILLIAM PRICE

KODACHROME: STEVE BARRY

Fireball on the Mountain!

TWO KODACHROMES: WILLIAM PRICE

HIGH ABOVE MOUNT SAVAGE in the Maryland mountains, smoke used to fill the sky as steam locomotives of the Western Maryland Railway hauled freight westward. Those days were recreated on July 20, 1997, when the Western Maryland Scenic Railway operated a special photographers' coal train between Cumberland and Frostburg. The charter was organized by Carl Franz, and about 80 people were able to take part in the event (a sell-out for the low-capacity trip).

The Western Maryland Scenic operates over former Western Maryland track for 14 miles out of Cumberland. At a location called Number Nine it swings onto the Cumberland & Pennsylvania right-of-way for the final three miles into Frostburg. After the WM purchased the C&P in 1944 it often ran its Consolidations into Frostburg, so all 27 photo runbys held during the charter could have indeed happened in WM steam days.

Western Maryland Scenic's steam power is former-Lake Superior & Ishpeming 2-8-0 No.34, painted as "Western Maryland 734." The original WM 734, an H-7A class 2-8-0, was

KODACHROME: STEVE BARRY

built by Alco in 1911 and sported 60″ drivers. By contrast, WMSR's 734 is a 1916 Baldwin riding on 50″ drivers, but the cosmetics applied by WSMR's shop make it "look right," even if it is about 20 per cent too small. But even though a "too small" Consolidation was hauling modern day hopper cars that are "too big" for the era being recreated, the photos speak for themselves. The train, indeed, did "look right." ⊂

KODACHROME: WILLIAM PRICE

KODACHROME: STEVE BARRY

"WESTERN MARYLAND 734" was leading the charter coal train through the mountains high above Mount Savage on July 20, 1997 (**opposite top**). Helmstetter's Curve has always been *the* location to shoot Western Maryland steam through the years, something that can still be done today. WM H-9 No.806 was leading a work extra downhill through the Curve on May 15, 1952 (**opposite bottom**). Under less favorable skies another H-9, No.831, was descending the hill in July 1952 (**opposite inset**). A few hundred feet and 45 years from the photo of No.806, the 1997 photo charter stomped up Helmstetter's (**above**). H-7b 755 was arriving at Frostburg on the C&P (**center**) on July 2, 1952. The tracks were lifted in 1976 but replaced by the Western Maryland Scenic Railway in 1989, allowing No.734 (**bottom**) to once again lead a freight past the Frostburg depot.

A Rathole Weekend

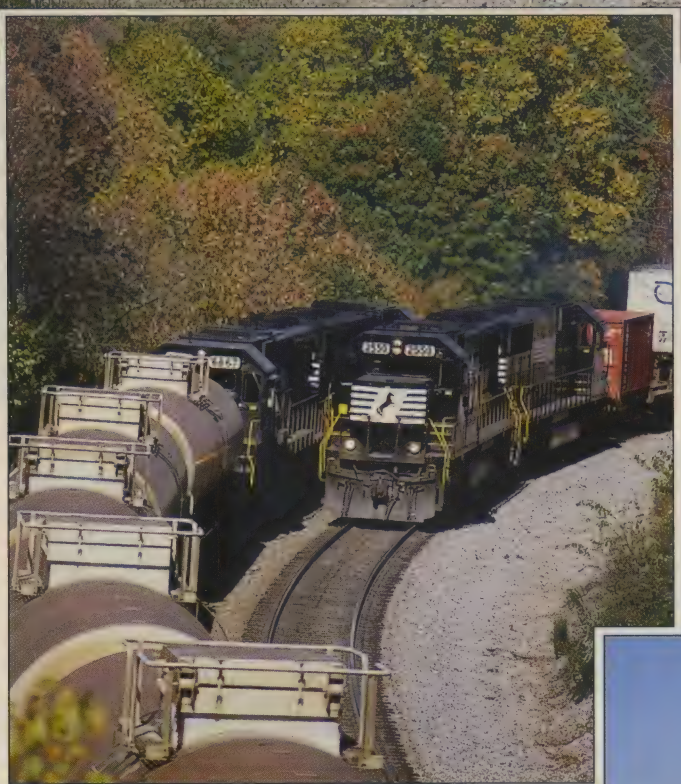
by Richard C. Borkowski, Jr.

PHOTOGRAPHY: EKTACHROME ELITE 100 / RICHARD C. BORKOWSKI, JR.

THE AUTHOR'S weekend on the Southern's infamous "Rathole Division" began at King's Mountain, Kentucky, at 2:00 p.m. on Saturday, October 19, 1996 with SD60 2550 leading train 229 southward through one of the Rathole's famous rock cuts. The Cincinnati, New Orleans & Texas Pacific got its nickname from the numerous tight-clearance tunnels that plagued the line in the steam era. Today, most of these tunnels have been "daylighted" using modern machinery to create spectacularly deep rock cuts — but the name persists!

AS RAILFANS, we usually think of our nearest rail line as being better than all others. It could be because of scenery, traffic density or even a particular paint scheme. When it boils right down to it, home is where the heart is. Living in southwestern Pennsylvania, I have been blessed by being within an hour of two of the most famous mountain crossings in the East: Conrail's main line around Horseshoe Curve and CSX's main line over Sand Patch Grade. I thought I knew what big time mountain railroading was all about. On a recent weekend outing, however, I found out I found out how wrong I was.

In October 1996 I spent a weekend railfanning Norfolk Southern's infamous former-Southern railway "Rathole Division" in southern Kentucky. Unfortunately, a failed attempt to shoot nearby CSX meant that my time amounted to only five hours on Saturday, October 19, and five hours on Sunday, October 20. In my short ten hours on the Rathole, I found that the traffic density was nearly triple that of



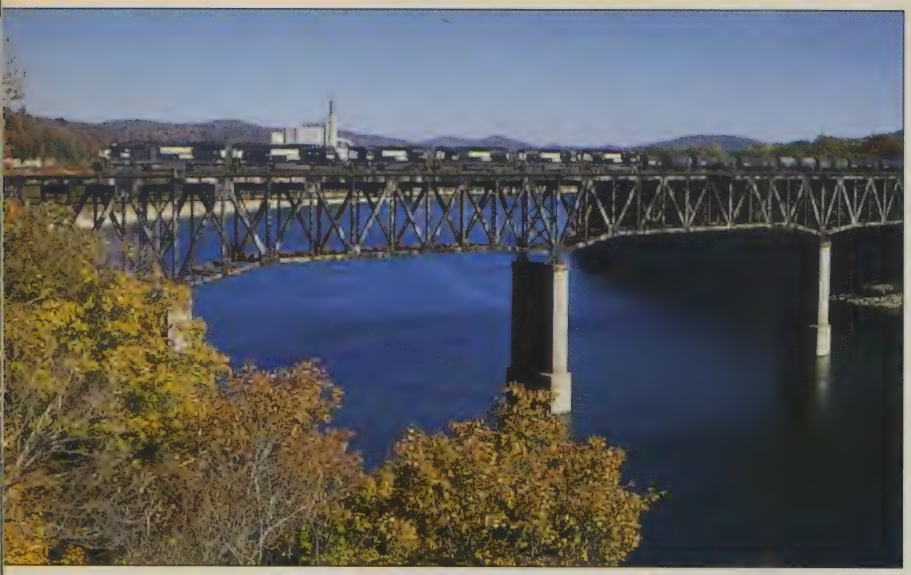
for railfans are countless. Modern construction techniques allowed long, deep cuts to be the norm, many of which have road bridges crossing them. Because the new right-of-way is only 35 years old, it has yet to be "treed-in" like so many other lines east of the Mississippi River.

Even the high tracks speeds of 50 m.p.h. for freight and 60

PICKING UP THE chase, he caught 229 again a half hour later at high speed passing an industrial spur at Somerset, Ky., home of the NS dispatcher. At 2:50 p.m. (**left**) at Grove, just north of the Cumberland River bridge, 229 met a northbound waiting the enter the single track. At 3:15 p.m. (**below**) C30-7 8044 had stack train 236 southbound under the signal bridge at Tateville.

hometown CSX. The train lengths were twice as long as what I was used to seeing on Conrail. Even the train speeds rivaled Amtrak's performance in the Keystone State. I now know what "Thoroughbred" railroading is all about.

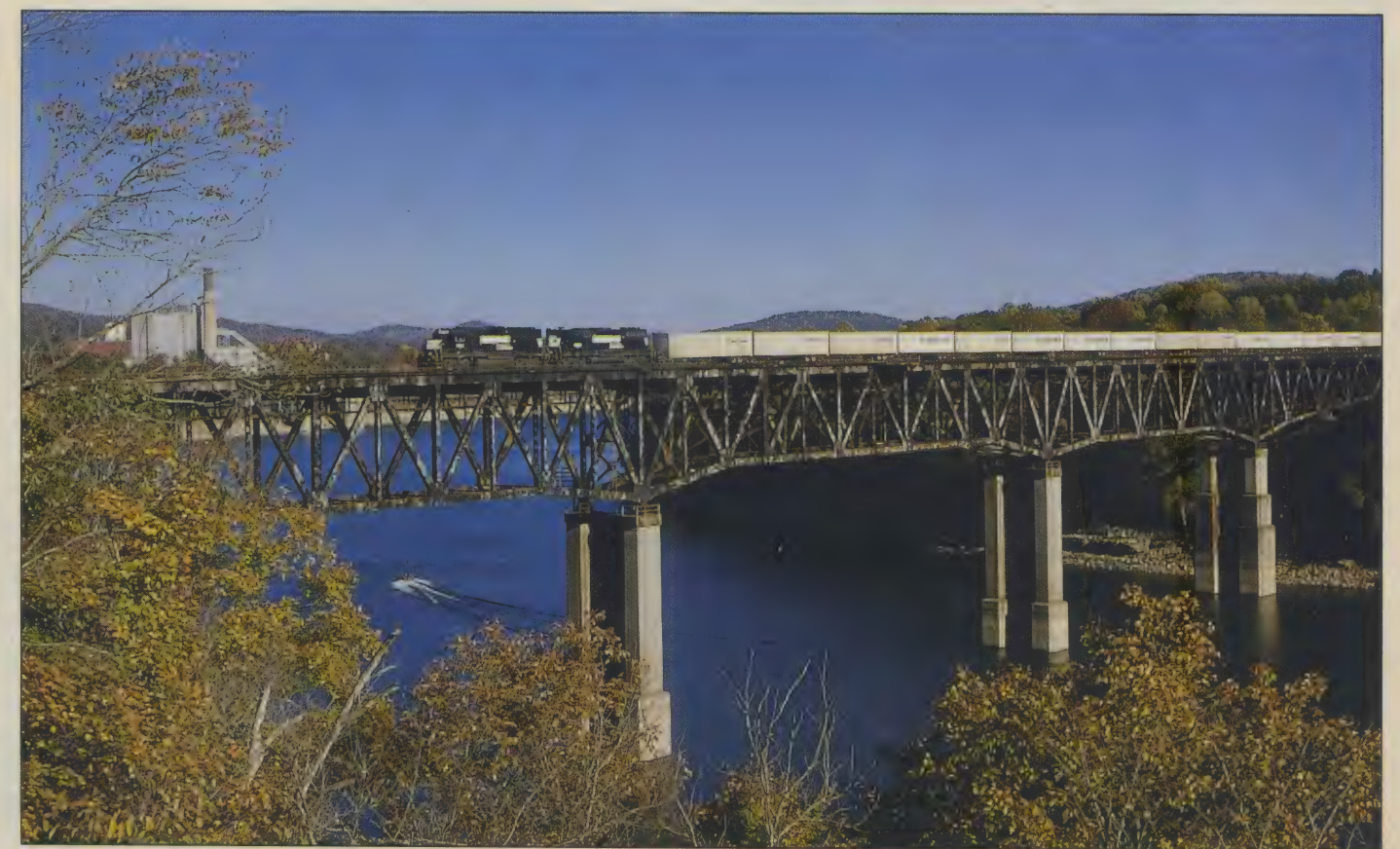
The attraction that makes the Rathole unique can be traced to the early 1960s when the Southern Railway took the 138-mile main line from Danville, Kentucky, to Oakdale, Tennessee, and completely rebuilt it to eliminate tunnels and sharp curves and to ease the grade. The rewards of this project



SATURDAY'S ACTION was wrapped up at the Cumberland River bridge in Burnside, where six trains passed in a little over an hour, led by northbound 124 at 3:40 p.m. RoadRailer 258 (**below**) was the day's last shot at 4:50 with GP60 7134 in the lead. Photos were taken from the parallel Route 27 bridge.

m.p.h. for intermodal trains benefit railfans. Because the NS can get trains over the Rathole so quickly, they can send even more trains over the line.

Railfanning on the Rathole is quite easy. U.S. Route 27 follows the NS the whole way from King's Mountain, south to the Tennessee state line. The tracks are never separated from the highway by more than three miles and are accessible from virtually every side



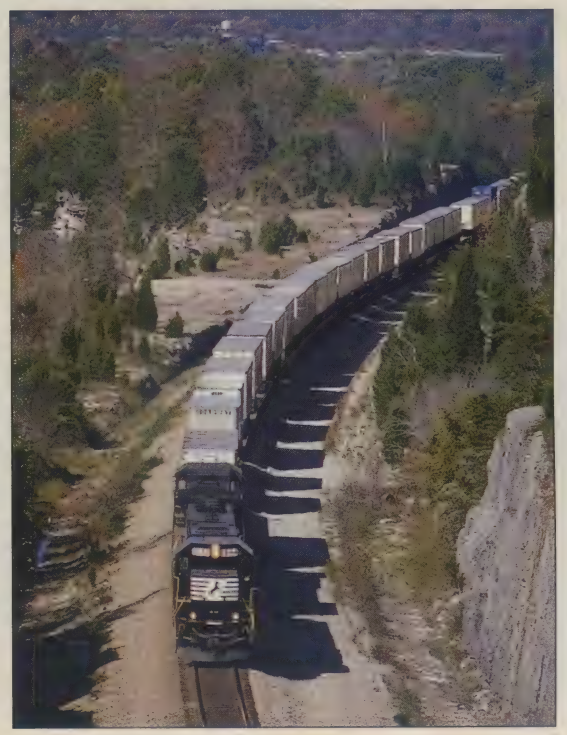
road. Of particular interest are four side roads between Greenwood and Cumberland Falls. Each of these has an overpass that provides a dramatic and dizzying view of the main. During my weekend on the Rathole, I was able to shoot an incredible number of trains.

SOUTHBOUND 143 waited for three northbounds at the signal bridge at Cumberland Falls on Sunday. At 11:15 a.m. Dash 9-40CW 8931 (**top**) led 239 southward at Cumberland Falls.

Each hour brought about three to five trains and there were periods that saw seven trains in a single hour!

If you have never visited the Rathole and are planning a trip, I would strongly recommend that you make the trip in mid-October. This is when the fall colors are at their peak and the temperature is still warm enough to be comfortable and yet cool enough to rid the area of the annoying haze that the region is known for.

They say a leopard cannot change his spots, but this northeast railfan felt at home on the Rathole. After a thoroughbred weekend, waiting for a slow CSX train to pass on Sand Patch may seem like an eternity!



SUNDAY'S ACTION continued with southbound 665 (**opposite top right**) at Cumberland Falls at 12:30 with SD40-2 6074, GP59 4607 and Conrail B36-7 5007. The middle highway bridge between Greenwood and Tateville yielded southbound SD60 2523 (**center bottom**) at 2:10 p.m. (with a 210mm lens) and C36-7 8582 five minutes later (**opposite far left**, with a 35mm lens). The next bridge north provided a view (**left**) ten minutes later of southbound 229 with SD60 6644. The final shot of the trip was intermodal 236 (**above**) at Greenwood at 3:30.

The Two-Foot returns to Maine

WHEN THE EDAVILLE RAILROAD ceased operations at South Carver, Massachusetts, in late 1991 and the two-foot-gauge equipment collection began to migrate to Portland, Maine, under the auspices of an organization put together by investor Phineas Sprague, there was serious concern that the priceless historic equipment would be turned into amusement park toys. The image of Forney No.3 on panel track in the middle of Commercial Street in October 1992 in the February 1993 issue of R&R did little to soothe the fears. Downtown Portland was a long way in spirit from the rural charm of Monson or Wiscasset or Phillips, and it looked like the amusement park ride had begun.

But the Maine folks had their act together, and quietly they began to organize a world class historical preservation and operation group. The photos on these pages depict some of the progress, as the Maine Narrow Gauge Railroad & Museum rolled into the summer 1997 season on the Fourth of July with 0-4-4T No.3 restored to its Monson appearance and 2-4-4T No.8 similarly reincarnated in its Bridgton & Harrison identity. The picturesque setting and mile-and-a-half of main line track provide an attractive setting and an interesting ride alongside Casco Bay.

Meanwhile, the Portland folks are working with other Maine restoration efforts, such as the Wiscasset, Waterville & Farmington Railway Museum and the Monson Historical Society, which has restored the station in No.3's hometown. And to top it off, the Portland group is negotiating to restore operations at the Edaville site at South Carver before the end of 1997 (see September 1997 R&R MARKERS). It looks like Maine's Second Two-Foot Era is well underway!

KODACOLOR: DAVE FLETCHER

KODACOLOR: BRUCE WILSON

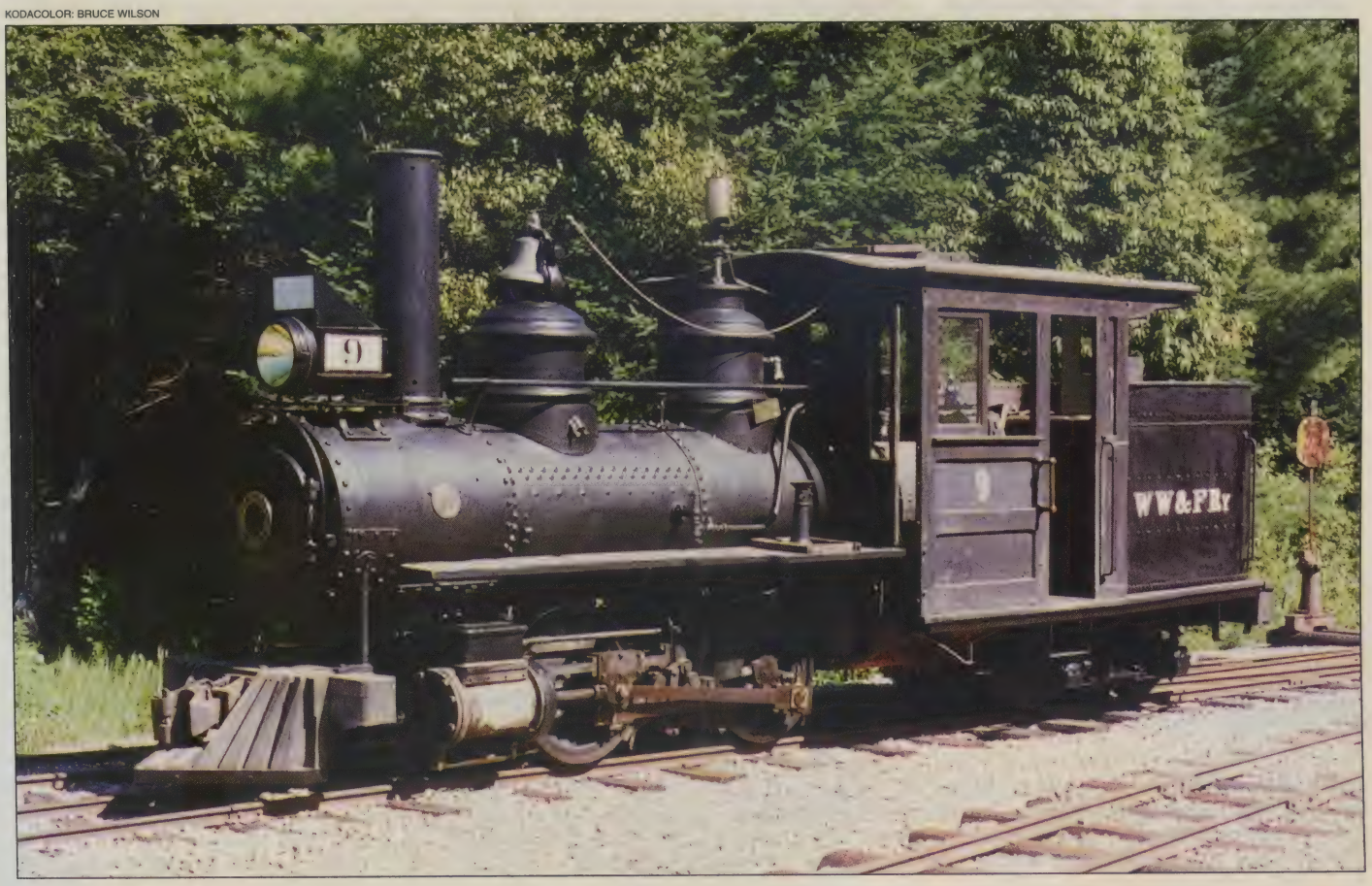
THE WATERVILLE, WISCASSET & FARMINGTON Museum has built an enginehouse at Sheepscot Station in Alna, where on July 19, 1997, work was underway on WW&F boxcar 309. On June 28, 1997, Portland's Monson 0-4-4T No.3 (**left**) steamed at the Monson Station for the first time since 1943, when the Monson was the last two-footer to operate.

by Jim Boyd

TWO KODACOLOR: MARC S. BALKIN

ON THE FOURTH OF JULY weekend 1997, the Portland museum folks steamed up both B&HR No.8 and Monson No.3 for Mark I Video. The handsomely restored No.8 (minus the Edaville oversize headlight and fake stack) operated the first two-foot freight train (**left**) to run in Maine in 54 years! Originally Bridgton & Saco River, Number 8 was the last steam locomotive built for a Maine two-footer (Baldwin 1924). Monson No.3 appeared in the Portland yard in her Monson image with the fake Edaville pilot removed. Meanwhile, down in Wiscasset, the famous "Alice Ramsdell engine", Sandy River & Rangeley Lakes No.6, is being restored as it last operated as WW&F No.9. It has been operating on compressed air and was posed grandly at the WW&F's Sheepscot yard (**below**) on July 19, 1997.

KODACOLOR: BRUCE WILSON



THE SAN PEDRO & SOUTHWESTERN

THE "WILD WEST!" Gunfights, O.K. Corral, Tombstone, Geronimo and ghost towns. The West was built on the backbone of the railroad system. Over 100 years ago, tracks were laid down in the region around Tombstone, Arizona, by the El Paso & Southwestern and New Mexico & Arizona — and from railroads like these came legends of the "Wild West." Come aboard and retrace the footsteps of some of those original settlers. Ride by historic points of interest and ghost towns. See some of Mother Nature's best handiwork along the San Pedro River. You'll encounter a part of the old West only accessible by train as you ride along with the San Pedro & Southwestern, an enterprising modern short line that combines service to freight customers with a tourist train through the *real* Wild West.

A new railroad for Arizona

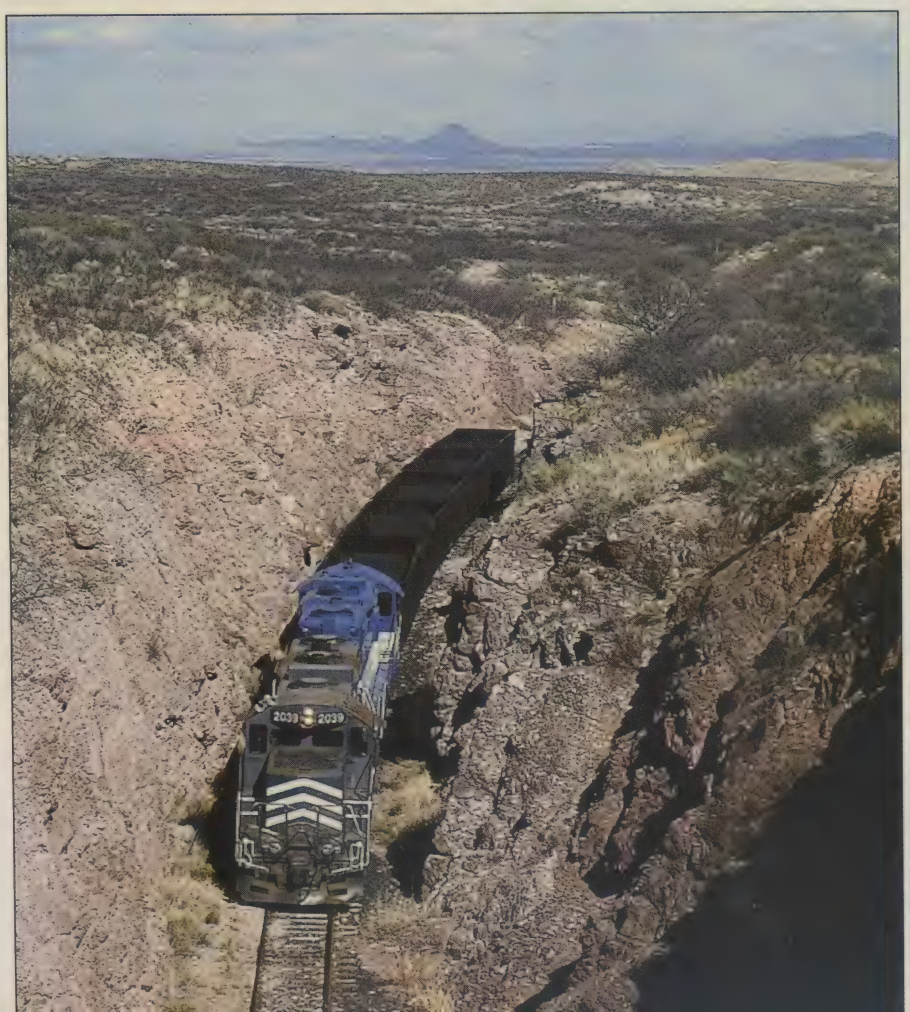
The SP&SW began when a group of investors from Scottsdale, Ariz., organized a short line railroad to operate the 79-mile former Douglas Branch of the Southern Pacific. Kyle Railways was contracted to operate the railroad from its inception in June 1992, and when the original investors dropped out in February 1995, Kyle Railways purchased the line outright — and Kyle, in turn, was taken over by StatesRail of Dallas, Texas, when its owners decided to retire.

Today the San Pedro & Southwestern runs a weekday freight train on an as-needed schedule and interchanges with Union Pacific's former-SP "Bowie

by James R. Doughty

GP20 2044 sported the full SP&SW lettering and herald as it departed Benson with the morning freight on April 2, 1996; the passenger cars were resting in the new three-track yard. Back on March 15, 1995 (**top**), the 2044 was still unlettered as it prepared the excursion train for the day's run as an SP eastbound passed in the distance beyond the wye. The 2039 wears the older Kyle system livery. Later on the day of April 2, 1996, the two units had five coal loads in tow (**opposite**) as they approached the west portal of Crook Tunnel on

KODACHROMES: JAMES R. DOUGHTY



Local" at Benson on SP's Tucson Division Lordsburg District.

The railroad's first locomotive was Kyle GP20 rebuild 2039, originally CB&Q 903, acquired by Kyle as BN 2039. This was soon joined by similarly rebuilt GP20 2044 (reportedly ex-SP GP20R 4114, ex-4061, nee-7211). While the 2039 is in an older Kyle livery, the 2044 is in a slightly different scheme and bears the San Pedro & Southwestern lettering and herald. These units were recently joined by 2046, another rebuilt GP20 (Cotton Belt 810, then 4040) leased from and painted for the Kyle-owned Arizona Eastern.

The SP&SW has two primary freight customers: Apache Nitrogen Products at Curtiss and Chemical Lime Corporation at Paul Spur. Apache, located about seven miles south of Benson near Curtiss siding, is the largest customer, with an average of 250 carloads per month. The SP&SW freight switches tank cars and hoppers filled with anhydrous ammonia and other materials to produce ammonia nitrate prill, from which Apache then produces chemicals and fertilizer products. Chemical Lime, at the extreme end of the existing railroad, 64 miles south of Benson, receives hoppers of coke and coal which are used to fire the lime kilns (the chemical lime ash is then trucked out).

THE SCENIC HIGHLIGHT of the passenger run is Charleston narrows Canyon, where the 2044 had the afternoon train southbound (**top**) on February 10, 1996; on the rear of the train was "panorama" car 3117, an open-air flatcar with bench seating and side railings. On the April 2, 1996 freight run (**below**), the train passed former Blue Mountain & Reading coach 312 at Curtiss Siding. Curtiss is the site of the railroad's largest shipper, Apache Nitrogen Products.

The SP&SW crew goes to work at Benson at 8:00 a.m. on most weekdays. Conductor Ron Boden tells us that Monday is the biggest switch day at Apache. On Tuesday the train travels the entire line south to Paul Spur just east of Bisbee. This is the end of the line, as the tracks have been pulled up for the remaining eleven miles east to Douglas. The Tuesday freight delivers hoppers to Chemical Lime; it will take five to ten loads to the spur and tie down the train once the switching is completed. The crew then takes a taxi eleven miles east to Douglas for the evening. At 6:00 a.m. on Wednesday they go on duty and take the empties

back to Benson, also picking up empties at Apache if needed.

Thursday and Friday the freight will switch Apache during the morning and be back in time to run the afternoon passenger excursion.

Passenger service

From the beginning, one of the goals of the operators of the San Pedro & Southwestern was the establishment of an excursion operation along the beautiful San Pedro River. Railroad Manager Cene Cooley tells us about the railroad's beginnings.

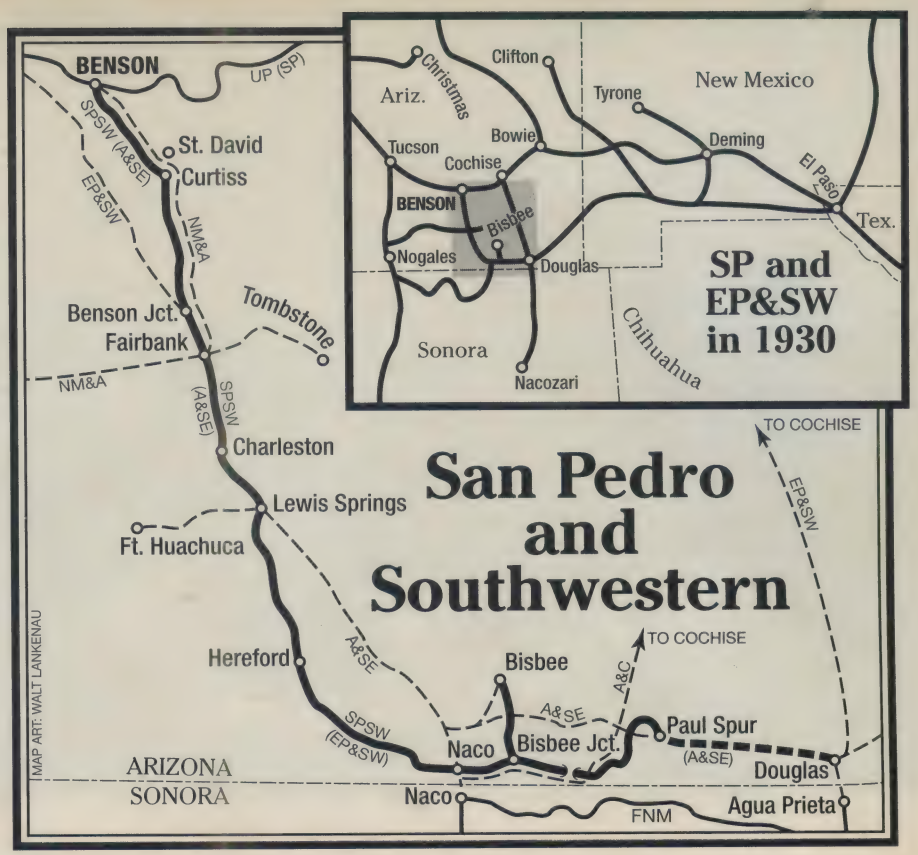
"We ran freight for the first couple of years. In February 1995, Kyle Railways outright purchased the line, and we became a subsidiary known as SWKR Operating Co., Inc. We lease the former-SP line from Benson to Curtiss from the Union Pacific, but from there to Douglas, SP&SW owns the line, though we've abandoned the last eleven miles between Paul Spur and Douglas, as well as the branch up toward Bisbee. We continue to upgrade the track with tamper and other equipment and have put in a three-track interchange yard at Benson.

"Passenger operations officially began on March 29, 1995, and ran until June 4. We stopped during the summer and began again on September 29. We've been running ever since. We had ridership over 50,000 in 1996."

"Thunder into the past"

The passenger excursion train can be best described as a rolling history lesson. Annette Johansen keeps the passengers spellbound with stories about the Clanton brothers, Doc Holliday, Wyatt Earp, Geronimo and the history of railroading in the "Wild West." The train makes a 54-mile round trip between Benson and Charleston along the San Pedro Riparian Conservation area.

The *Gray Hawk* excursion train operates year round Thursday through Sunday with a schedule which varies by the season. During most of the year Thursday through Sunday departures are at 4:00 p.m., with an additional Saturday train during the summer at 10:00 a.m. Schedules October through May vary throughout the seasons, with most departures at 1:30 p.m. (contact the railroad for specific non-summer schedules at 520/586-2266). There are also special theme trains during the year including a Winefest Train; Kareoke Train; Halloween Train; Holiday Express; Beer, Boogie & BBQ and Murder Mystery Specials. Perhaps one of the most dramatic times to ride the train is during the summer "Monsoon" season. The excitement of a summer thunderstorm is awe-inspiring — listen to the thunder echo across the river valley and enjoy the smell of the fresh rain and aromas of the desert plant life.



The fares are very reasonable for the round-trip excursion: adults $26, seniors 60 and older $24, students $17 and family plan $80. There are also group, tour and educational packages available, as well as combined tours (a visit to Tombstone) and guest ranch packages. Tickets can be purchased through Dillard's box office at 800/638-4253, or you can write the SP&SW at P.O. Box 1420, 796 East Country Club Drive, Benson, AZ 85602 (phone 520/586-2266).

Passenger equipment

The passenger equipment consists of eight cars — including six from the California & Western. Of the two SP&SW cars, SWKR 2692 *Cochise Stronhold* is a heavyweight chair car built by the Pullman Company in the 1920s and modernized to a chair car by the Illinois Central in 1948, and SWKR 3117 *San Pedro Panorama* is an open "panoramic flat car." California & Western 683 and 685 are articulated chair cars originally built for the Southern Pacific's *Daylight* consists of 1937 — they feature the rare "Challenger" style trucks which were used on some streamlined cars prior to World War II. Open window coaches include C&W 692 *Quiburi Mission* and 693 *O.K. Corral*, as well as open window covered car 691 *Escalante Crossing* with bench seats and 695 *Brewery Gulch* with a lounge. The chair cars are climate controlled for the hotter summer months when the train operates and are also handicapped accessible.

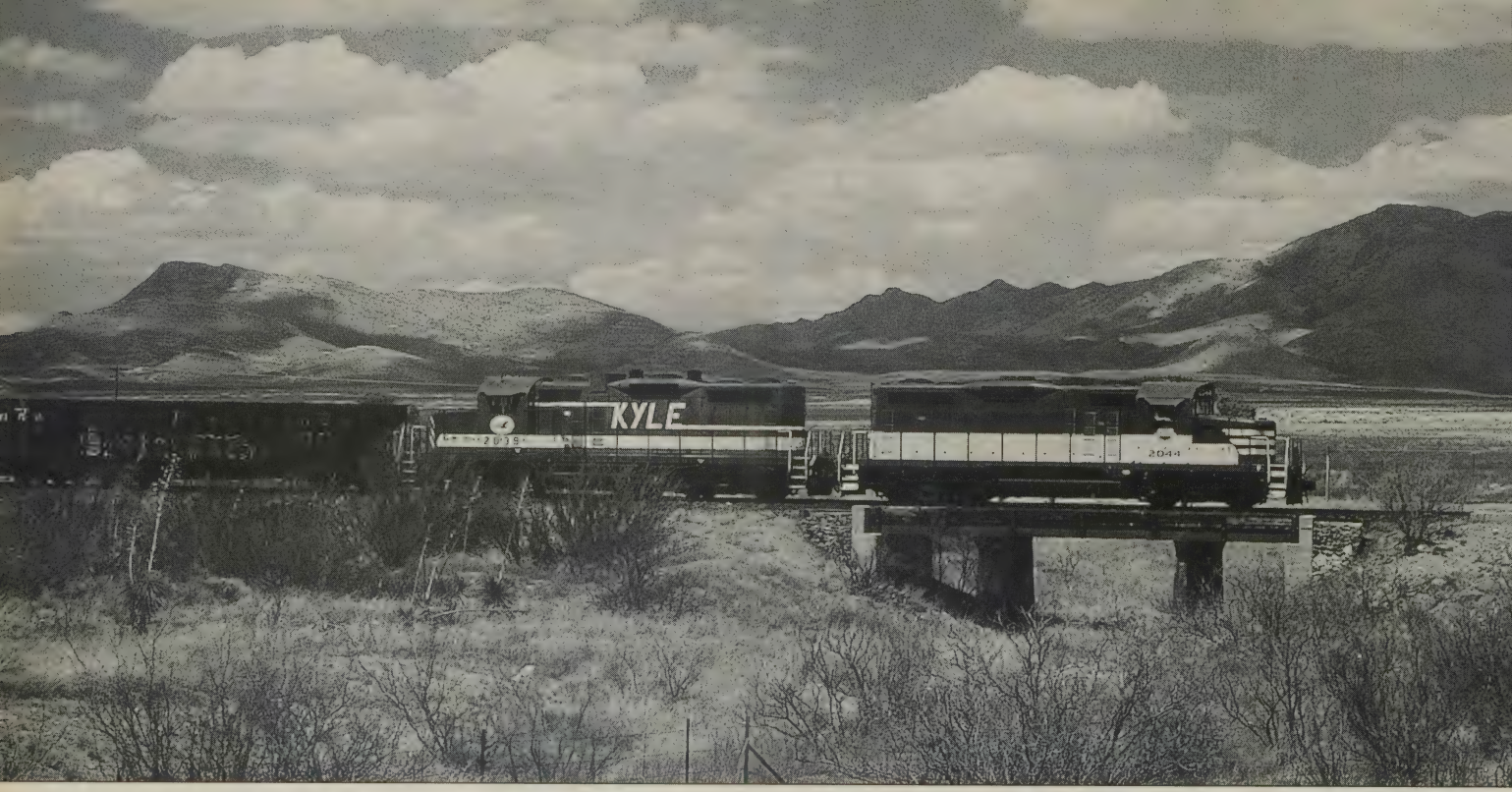
"All Aboard"

It's a warm and sunny February 24, 1996, and the excursion train horn blows as we leave on the advertised at 1:30 p.m. of the wintertime Saturday schedule. Today my father, John R. Doughty, Sr., and I are guests aboard blue and white SP&SW GP20 2044. Our crew consists of engineer Jim McNeill and conductor Ron Boden. Before coming to Arizona, Jim worked in Kansas for the Rock Island for 22 years, the BN for two and Kyle Railways for 14. Ron worked for the C&NW for 15 years before coming to Arizona.

The maximum speed of 20 m.p.h. is dictated by the Federal Railroad Administration (FRA) due to the fact that the SP&SW does not have a dispatcher. If they did, trains could go as much as 49 m.p.h. Near Milepost 6 we cross U.S. Highway 80 in Run 3 and have an easy pull with our eight cars and 300-plus passengers. The maximum ruling grade during our trip is 1% near Fairbank. As we near Curtiss Siding, Jim has the GP20 in Run 5 and scares up a couple of javelinas (Spanish for peccaries, wild pigs). Ron tells us about other wildlife seen along the rails.

"Jim and I have seen whitetail deer, coati mundi, bobcats and, more rarely, mountain lions."

Near Milepost 9.5 Ron points out a ranch corral where the movie "*McClintock*" starring John Wayne was filmed. Just south of the corral begins the San Pedro Riparian Conservation Area. We



stay close to the San Pedro River all the way to Charleston. Just beyond Milepost 12 Jim shows us a new concrete trestle and explains why.

"This is where many washouts and wrecks have occurred. You can see up ahead where the track has been realigned and the old roadbed is to the right."

It's here we come upon Contention City, the one-time end of track. Four miles further south is the site of the Presidio Santa Cruz do Terrenate, one of many forts built by the Spanish Conquistadores to protect their supply route into Arizona. Near Milepost 18 the old EP&SW roadbed begins merging toward us from the west. We then cross the largest bridge over the San Pedro River with three concrete piers, completed in September 1894. This is a great photo location and worth the hike from Fairbank.

Our train passes under Highway 82, and enters the ghost town of Fairbank, which was once a very busy railroad interchange between the SP, EP&SW and New Mexico & Arizona (a predecessor to the SP that was controlled by Santa Fe and proceeded west toward Patagonia to Nogales, where it linked with the Sonora Railway from Guaymas).

Another railroad, the Arizona & South Eastern, began building a line from Fairbank toward Bisbee in 1888. Twelve years later this line was taken over and became part of the expanding El Paso & Southwestern. The EP&SW was driving westward from El Paso toward Douglas with its goal set on Tucson and points west. They were determined to give rival SP competition to the west coast. The EP&SW met the other railroads at Fairbank and continued northwestward toward Mescal. Today the EP&SW is intact as the Number 1 Track (westbound) on SP's Tucson Division from Mescal to Tucson (August 1994 R&R).

At Milepost 24 we begin to enter the scenic Charleston Narrows, and Jim slows our train to 10 m.p.h. for the passengers to get a good look. The train hangs on the east side of the canyon with the river below us. Jim also tells us about locomotives of the past which came through here. "If you look carefully, you can see some scalloping on the rail tops where once the powerful SP 'backwards Cab-Forward' coal-burning AC-9 2-8-8-4s ran on the 130-lb. iron."

We hear over the scanner an SP engineer talking to Tucson to send out a special agent. The SP train had just hit 15 cattle on the main line and were also trying to contact the unfortunate cattle farmer. Ron chimes in and relates this story concerning a railroad friend.

"The one thing any railroader does *not* want to see is a fully loaded gasoline tanker truck stalled on a rail crossing. A friend of mine hit one fully loaded! As they ducked for cover, the engine split the tank trailer in half. However, the crew breathed a great sigh of relief. The contents were white. They'd hit a milk truck!"

We stop at a siding just south of the canyon to run around our train and push it to the platform south of the road crossing where some passengers unload. Then we head back through the canyon toward Fairbank and a Western Bar-B-Que at the Ironhorse Ranch, which serves up a hearty dinner for the passengers. Our menu today included bar-b-que beef or chicken, cowboy beans, cole slaw, corn on the cob, apple pie and beverages set to a backdrop of live cowboy music and a Western shoot-out.

Ranch owners Conny and Linda Chance have begun building an "old West" theme Bed & Breakfast called "Tumbleweed" resembling Old Tucson with 14 buildings with 30 bedrooms. Plans also include a dinner theatre

They will also host the third largest rodeo in the state of Arizona, and some movie shooting is also planned. For more information and rates write or call: Ironhorse Ranch, P.O. Box, Tombstone, AZ 85638, 520/457-9361.

Railfanning the SP&SW

Coming east from Tucson on Interstate 10, take the Benson Exit 304. Drive through downtown and stay right at the junction for State Route 80 to Tombstone. Continue one mile south to Country Club Drive. Turn left, and the station is two-tenths of a mile. There is plenty of free parking next to the station, where the passenger train will be parked. The early morning light makes for a nice photo of the train and station.

It is recommended that the visiting railfan call or write ahead to obtain permission to be on railroad property. When planning to photograph the excursion train, it is wise to plan your shots out. Expect to get only two to four photos of the train once it leaves Benson.

THE BISBEE MOUNTAINS provided the backdrop (**left**) for the freight on April 2, 1996, at Naco, Arizona, where there was once a connection across the border to Mexico. A few miles earlier (**below**) the train had ducked under the Highway 92 overpass between Hereford and Naco. Back on March 17, 1993, the afternoon freight (**above**) was returning to

Perhaps the best locations are at Fairbank, where there is a nice overpass to view the train, and the Charleston Narrows, where you should plan to do some hiking. I recommend that one hike (about a mile) in the morning to photograph the train in the canyon. From the high cliffs, the train can be nicely framed with the river on the left and canyon walls on the right. Don't plan on photographing the train at Fairbank and then beating it to Charleston. It will not happen. The train will make if first, since you have to backtrack on the highway.

To reach Fairbank take Arizona 80 south to the junction of Arizona 82. Head west for six miles until you reach Fairbank. To reach Charleston, head back on 82 to Highway 80. Go three miles to Tombstone, the town "too tough to die." Stay to the right at the wye. Take the first right turn and then an immediate left. This is Charleston Road, and the railroad is nine miles west. There is a platform and large parking area, and one can see the canyon to the north. Hike along the right-of-way, and be sure to take water with you. The photo is worth the hike.

The freight train is much easier to photograph. You can catch it in the morning at Apache on Thursday or Friday and ride the afternoon excursion train. Monday's freight is best for the number of cars and opportunities at the plant. Take Highway 80 to the Apache Road turnoff. Head south for about three or four miles. The spur leads under the road, and the plant is located on the west side. The morning and late afternoon are best for photos. The overpass is a great vantage point, as well as a couple of hills on the east side of the tracks. The train may pull down to Curtiss to use the siding to store cars while switching.

The Tuesday freight provides the most opportunities, since it travels the full 64 miles to Paul Spur. Good photo locations include Curtiss, Fairbank, the Highway 90 overpass near Lewis Springs, Hereford, Naco, Bisbee Junction, Crook Tunnel and Paul Spur. The train on average will do 20 m.p.h. with some sections of track reduced to 10 m.p.h. It is no problem following the train and getting ahead to set up for photos. I had an easy time photographing the train at Fairbank and then setting up near Hereford at the Highway 92 overpass. There is plenty of time to reach Naco and then follow the train to Bisbee Junction.

From Fairbank continue west on Highway 82 to the junction with Highway 90. Head south and take the Highway 90 bypass of Sierra Vista. Take Highway 92 south toward Hereford. The highway curves to the right and heads due east toward Palominas. You will see the tracks pass under the highway and continue toward Naco. Take the Naco turnoff and head south for five miles. Make a left turn, and you will be heading toward Bisbee Junction. Cross over the tracks, and you are on Border Road. It turns to dirt and follows the tracks all the way to Paul Spur.

To reach the Crook Tunnel look for the natural gas station house on both the U.S. and Mexico side. Take the dirt road to the left for about a half mile. You will need to do more hiking. Make sure to wear long pants and hiking boots and watch out for snakes at all times! Crook Tunnel is about 1,000 feet long and was built in 1904. Stay on the south side of the tracks for best lighting. From Bisbee Junction to Paul Spur is eleven miles. Once the train is done switching at Chemical Lime, the crew heads for Douglas to lay over for the night. This will allow you to see some other historic attractions nearby in today's truly "Wild West."

by James D. Porterfield

STEVE BARRY

SBU "enabled us to create a team dedicated to implementing a personal vision of what a first-class train should be," says Rosenwald.

"Fortunately, my bosses, Lee Bullock, then vice president of Amtrak West, and Gil Mallery, the SBU's president, not only supported that vision, but broadened it."

Today's *Coast Starlight*

"We all realized the *Coast Starlight* would not survive were it to remain an ordinary train," Rosenwald explains. "We were committed to building a train that, regardless of when you chose to ride it, you would rank its service as either 'outstanding' or 'excellent'." Rosenwald and his team of like-minded managers went to work, their commitment beginning at the head end, where power is provided by back-to-back Genesis locomotives. These are followed by another Rosenwald trademark: An entire consist, with one exception, of Superliner II's. This consistent, eye-catching exterior, though, is only a hint of the dramatic changes inside.

The first of the changes include a First Class lounge, the Pacific Parlor car, placed between the sleepers and the dining car. This refurbished ex-AT&SF *El Capitan* equipment, built in 1955, features a library — books, magazines and local newspapers from all along the route; a selection of games for children and adults; a complimentary continental breakfast with fresh-baked pastries served until 11:30 a.m.; an afternoon Hospitality Hour and scheduled wine and champagne tastings; a TV/VCR setup on the lower level showing family-oriented movies, and, at night, a candle-lit ambiance in which to relax before retiring.

Also onboard the train is live entertainment — magic shows, music and variety acts — performed alternately in the Lounge and the Pacific Parlor cars. There is also an expanded staff that includes a car attendant for each coach, a crew of nine in the dining car and both a bartender and wait person in the Pacific Parlor car.

The latest innovation is the aforementioned Kiddie Car with a customized play area for pre-school age children that includes a complimentary membership in the Little Engineer Club.

These improvements culminated in late 1996 with the introduction of the *Coast Starlight's* Service Guarantee. It reads, in part, "If our personal service doesn't satisfy your expectation, we'll rectify the situation on the spot, guaranteed. Just notify the chief of on-board service or conductor of your concern, and they will see that it is quickly taken care of. If, in the unlikely event a problem remains, we have not earned the price of your ticket and will issue a service credit for the full value of the one-way *Coast Starlight* portion of your trip." An asterisk refers to the fine print inevitable in today's litigious times, which enumerates three very reasonable conditions to the guarantee, such as requiring a passenger to call the service deficiency to the attention of the crew.

The autonomy inherent in the SBU concept makes such service levels possible and works in favor of the *Coast Starlight* in other ways. "We now feel we are free to be creative and to respond to the wishes of our riders," Rosenwald says. Pressed for an example, he turns to the dining car: "The old way, when everything had to be approved in Washington, resulted in something as simple as a menu selection suggestion taking a year to gain a hearing. Then, approval was often denied, with no reason why given. That had a very chilling effect on managers and employees down the line. Under the new system, I've never felt hesitant to go ahead with something I believed in or with things my people suggested. I am given the freedom to fail."

All of this — using the newest cars and locomotives, staffing the train with extra help, customizing the dining car menu down to the chef on board — contributes to the *Coast Starlight* being Amtrak's costliest train. In part that is a function of how Amtrak keeps its books, assigning both direct and allocated costs to each train it operates. "On direct costs, labor, fuel and the like, we are doing extremely well," says Rosenwald. "It is the allocated costs, general overhead, for example, and the interest and depreciation I'm charged for the Superliner II's, that make my train so expensive. The depreciation and interest on locomotives and cars assigned to the *Coast Starlight* cost me $17.2 million a year. That's one half of my total revenue." (Evidence of the stealth style of management Rosenwald practices to keep costs down is seen in his decision to take equipment out of retirement to create the Pacific Parlor cars. It doesn't take an accountant to recognize that the cars are "freebies" under the allocated-expenses system, having been long ago written off the books.)

Rosenwald points out that, "All of this is part of a four-to-five year commitment to radically change the level of service you will find on a long distance train. The plan calls for us to grow the business (ridership and fares) while we level out our expenses. The surest chance we have to survive is to create a price structure in line with costs." Determining the balance between the level of services consumers want and the price they are willing to pay for them is the basis of product survival throughout a modern free-market economy.

Meanwhile, the *Coast Starlight* already measures up well against classic trains from the mythic "golden age" of American rail

travel. Consider this: A video, *Westbound Transcontinental Schedules of the* California Zephyr (Video Rails, 1986), a print of film depicting that famous vista-domed train in the 1950s and clearly the product of an advertising department, shows six "luxuries" then being touted for the *Zephyr*: scenic vistas and uncommon sights, dinner by reservation, spacious accommodations throughout the train, an exceptional menu in the dining car, the opportunity to sleep in the privacy of your own room and an atmosphere of "friendly luxury." All can be found on today's *Coast Starlight* as well.

All of this effort has not escaped the attention of the traveling public. In 1996 the *Coast Starlight* served 485,000 riders, more than any other single train in Amtrak's system, and an increase of about 45% over the previous year. It is already clear that 1997 will see even more riders, perhaps as much as another 30%, despite operations having ceased for 17 days in January due to severe flooding in the Pacific Northwest. This summer an average of 1,115 passengers ride each day's trains.

The travel industry is fueling these numbers, taking advantage of the *Coast Starlight's* scenic route, kindly schedule and first-class amenities. For example, Holiday Vacations, an Eau Claire, Wisconsin, travel agency (800/828-2266) that works with celebrities from 62 local television and radio stations around the country to host trips for some 45 guests, offers a *Coast Starlight*-inspired Pacific Coast Train Adventure. In 1997, the offering's second year, 20 departures are scheduled — a high among the agency's train-themed trips.

"The *Coast Starlight* is perfect for our guests," says Holiday Vacations' program director, Jace Vogler. "They want to relive the romance of rail travel without spending a lot of days and nights on the train. On board, everyone gets a chance to unwind in the Pacific Parlor car, participate in the wine and champagne receptions and enjoy the incredible scenery." Noting that his passengers consistently make "very favorable comments" about the on-board crew and that it is "the highest-rated staff on Amtrak," Vogler describes his *Coast Starlight* package as an "amazing success."

Coast Starlight Operations

A typical trip begins when southbound the *Coast Starlight* reaches Los Angeles, and at 9:15 p.m. the last two cars are switched onto a departing *San Diegan*. The remainder of the train is taken to the 8th Street Car Yard, where an overnight crew cleans, inspects, and makes repairs to the cars. At 5:30 a.m., lounge car attendants report to the commissary and begin to count supplies intended for their cars. At 5:45 a.m., the dining car chief and steward arrive to begin itemizing and signing for their inventory.

The commissary is a nondescript, one-story contemporary, two-tone brown, industrial building sitting in the shadow of a freeway overpass. Here, Jim Metzger, manager of Catering Services, oversees purchasing, receiving, storing and distributing approximately 600 food items and 100 support items — the count varies with changes to the menus and seasons — for service on the *Sunset Limited* (Nos. 1/2), the *Coast Starlight* (Nos. 11/14) and the *Southwest Chief* (Nos. 3/4), as well as the occasional special train. The commissary is compartmentalized, with space allocated to PAPER, SODA, FOODS, COOLER, FREEZER, EQUIPMENT and LIQUOR.

The *Coast Starlight*, clearly a point of pride with the commissary crew, has taken over portions of several compartments for its unique items. Here sit cases of fresh flowers whose colors have been carefully selected to complement the train's interior; carts with games for children of all ages — Yahtzee, Monopoly, Candy Land, checkers, chess and more — as well as coloring books and paperbacks earmarked for the Pacific Parlor car's game rack and library; boxes of fresh herbs, California produce, and custom-blended seasonings, all eyed carefully lest an envious chef from another train decides to "go shopping." There are whole shelves taken up by select California and Washington state wines — Rosenwald, at the risk of making him seem like he's Amtrak's equivalent of Martha Stewart, teaches wine tasting classes in his spare time — and a changing variety of beers and ales from the regions' micro-breweries.

All items needed for the trip have been ordered in advance, their sum printed out by a computer. Said lists are taped to wheeled dollies laden with corresponding supplies. Once the inventory is confirmed by the crew, the dollies are wheeled out to the waiting train for loading into the assigned cars. The remainder of the crew arrives by 6:00 a.m., and all hands, with the help of yard crew, make ready for a 9:30 a.m. departure. The train is moved to the station approximately one half hour before departure.

Awaiting you onboard

The effect of all of this effort, for a recent rider, is apparent before one even boards the train. Los Angeles Union Passenger Terminal is one of those great urban passenger stations lovingly restored to capture its initial splendor. The rows of oversized wood and leather chairs for waiting passengers are themselves worth a visit. Mingling therein with a mix of arriving passengers, commuters and subway riders, *Coast Starlight* patrons move through the station, along the wide tunnel under the tracks and up a ramp to trackside. On the platform, the hustle and bustle typical of the departure of a great train is in full swing: Red Caps beep or shout for needed clearance; attendants swing luggage into their cars; dining car crew members joke with station personnel through the narrow door leading into their galley; passengers, some heavily laden, others unencumbered, pause to ask directions of anyone who looks knowledgeable, then make their way to their respective cars; family members, friends and lovers linger through the closing moments of togetherness near each car's door. The excitement is only enhanced by southern California's balmy morning sun and the knowledge that a great ride is about to be undertaken.

SOUTHBOUND No.11 was climbing the Cascades at Cruzette Siding on August 15, 1995. The southbound *Starlight* had F40s (**opposite**) on May 17, 1986, near Kelso, Washington.

DAVID LANGE

Slowly, as departure nears, calm overtakes the scene. Red Caps depart. Late arrivals board. Car attendants swing their doors shut. The small indicator lights on each car's side drop from red to green. Amtrak train 8914 — management's designation for August 9 / Train 14 — gets under way.

This rider's room — Deluxe Bedroom A — is beautifully appointed and eye-appealing, a soothing respite from the natural jangle and anxiety provoked by beginning any long trip. The room's hard-surfaced panels are a muted gray, the carpeted lower panels a complementary gray-green. Window drapes are

Amtrak's *Coast Starlight*: Seeking Perfection

THE SECOND FLOOR OFFICE at 810 North Alemeda, Los Angeles, California — known to many as Los Angeles Union Passenger Terminal — is, by all measures, modern: Art and awards adorn white walls; vertical slat blinds admit bright sunlight through large windows; muted carpeting showcases tall potted plants; a large, dark mahogany desk — its "L" holding a computer and keyboard — and matching credenza and book case face two nicely upholstered chairs. What goes on here, though, is nearly as old as railroading itself: The fine art of running first class passenger trains. For it is from this room that Brian Rosenwald, general manager of the *Coast Starlight*, launches his trainsets, one setting out each morning from Los Angeles and Seattle for their nearly 36-hour runs. Following perhaps the most sustained spectacularly scenic rail route in America, this is the train all the "buzz" is about.

JAMES D. PORTERFIELD

BRIAN ROSENWALD, general manager of the *Coast Starlight*, administers his train from his office in Los Angeles Union Passenger Terminal. The northbound *Starlight* was crossing Salt Creek Trestle (**opposite**) after crossing Cascade Summit in Oregon on July 11, 1997.

On this day Rosenwald is seated behind his desk, neat stacks of paper occupying every square inch of its surface, and in animated conversation on the telephone. By turns he flips through papers while listening, swivels to look out his window when it's his turn to talk, then returns to the papers in silence. The conversation apparently finished, he hangs up and waves expansively for a visitor to come in and have a seat. With the guest not more than two steps in the door, the telephone again demands his attention.

"Yes Pat," the verifiable portion of the conversation begins. It is Pat Gallagher calling from Track 10 in the station below. Brian's face breaks into a smile. "We'll be right down," he says, practically dropping the receiver onto its cradle. Grabbing his coat, he whoops for everyone to hear, "The Kiddie Car is here. Let's get down to see it." With that, he is off, trailed by an entourage of fellow executives, assistants, his secretary and the visitor.

It's only 9:00 a.m. of a typical Wednesday. Brian, you see, is one of those people who wear you out just watching them. On the way to the train, he speaks to a dozen people he recognizes — ticket agents, a security guard, a baggage handler and several regular passengers. He helps a sleeping car attendant load an elderly woman's luggage into a car. He pauses when he overhears a passenger complain about baggage checking procedures. That conversation prompts him to whip out his notebook and jot himself a reminder.

Finally, the small group reaches the latest innovation of the *Coast Starlight* gang, a Superliner II Coach whose lower level seats have been removed, the space carpeted and a cartoons-only TV, playpen, game tables, tunnels, coloring books and crayons and similar play-things installed. In the few minutes before the train departs there is a quick inspection tour. The visitor's son tests various of the toys, then offers a suggestion. Out comes Rosenwald's notepad again, and he writes. After a brief "grand opening" ceremony, complete with ribbon-cutting and photo shoot, congratulations are offered all around. The on-board PA system asks those without tickets to detrain. On the platform Rosenwald is already jotting down his impressions and suggestions as the happy group heads back upstairs. The train, Amtrak No.14, begins to glide north.

An Amtrak creation

Before May 1, 1971, a Los Angeles passenger bound for Seattle would board a Southern Pacific train, perhaps the famous *Daylight*, the coach-only *Starlight,* or the all-Pullman *Lark*, for the run to San Francisco; change there, perhaps to the *Shasta Daylight* or the *Cascade*, to get to Portland and then change again to continue to Seattle on a train operated over the "Joint Line" — by either the Union Pacific, Great Northern or Northern Pacific. It took the formation of Amtrak to make possible the operation of a single train between Los Angeles and Seattle.

Christened from the beginning the *Coast Starlight*, its name is a hybrid of the Southern Pacific's various *Coast* trains and colorful *Daylights*. "The name *Starlight* publicized ours as an overnight train," Rosenwald says. The new train initially departed three days a week. To counter its slow start with the traveling public, Amtrak assigned a dome, observation and bar car to the consist to accentuate the breath-taking scenery afforded by the SP's Coast Line route. Ridership increased, and the train became a daily. In January 1981, Amtrak's Superliners — coaches, a dining car, a lounge car and sleepers — were placed in the *Starlight* trainset and new, superior-performing F40 diesels were assigned to the head end.

By the mid-1980s, the *Coast Starlight* was Amtrak's most popular train, and ridership continued to rise until 1990. Then, due primarily to the introduction of deeply discounted air fares along the west coast, but also as a result of faltering on-time performance and factors internal to Amtrak, ridership began to decline. Making the situation worse, and contributing to the train's losses when it began falling behind schedule, mail — an important boost to revenue — began going away (it stopped riding this train altogether in 1989). The ridership decline lasted four years. These problems produced a debate among Amtrak managers over whether or not to revert the *Coast Starlight* to bare-bones rail transportation — less than daily service, standard levels of accommodation, aging equipment, a leisurely schedule — and surrender First Class passengers to the competition.

In the midst of this debate, in February 1995, Amtrak broke itself up into three autonomous Strategic Business Units (SBU's), one of which is Amtrak West (InterCity and Northeast are the other two). The reorganization left the *Coast Starlight* as the only sleeper-equipped train not assigned to the InterCity SBU and presented an extraordinary opportunity for the train's revival. Formation of the Amtrak West

STEVE BARRY

medium-green. Detailing is medium green with black accents. A pastel-yellow vase on the tray table holds peach-colored and pink carnations, pale purple baby's breath and a spray of ferns. For the bath, pale peach-colored Leshner-brand Symphony towels, full-sized and of an appealing heavy weight, invite.

In the Pacific Parlor car, some passengers face off over board games — one young couple is engaged in a particularly vengeful round of Scrabble — while others sit along reading or gazing out the window. The kids take their games downstairs to play while they watch a movie. The result is that, unlike the hub-bub found in the lounge, the atmosphere here — quite, peaceful, stimulating — is conducive to civilized adult discourse. Train friends are met and joined in conversation.

At the appointed time, Madame Zelda (aka, Nancy Mitchell, founder and sole human member of Minikin Puppet Productions) appears, a huge rack of beautifully hand-crafted puppets in tow. It's now mid-afternoon, and a virtual throng of adults and children gather in the Pacific Parlor car's lower level. Madame Zelda and her "cast" of puppets put on a memorable show made up of vaudeville skits, fairy tales, ventriloquism and magical trickery. Later that day the show moves to the lounge car and, everyone is assured, there will be a repeat with new "acts" tomorrow.

For dinner, the dining car is like a fine restaurant anywhere. Meals are cooked-to-order and arrive hot, arranged attractively on china. At table, a linen cloth and napkins share space with flowers and silverware. There are fine wines to complement the meal and desserts to genuinely close the repast (see ON THE MENU on page 52).

Outside, the promise of scenic splendor is fulfilled during virtually all of the daylight hours, justifying Amtrak's claim that this is nothing less than a land cruise. Departing Los Angeles, the train follows the route of the old Spanish mission road, *El Camino Real* — the "Royal Road" — often right up the beach. Household names abound: Burbank, the San Fernando Valley, Santa Susana Pass, and, little more than 90 minutes into the trip, the Pacific Ocean. Then on to San Luis Obispo, up through Cuesta Pass, along the Salinas River in what is known as "the nation's salad bowl," to, as evening approaches, Oakland, Sacramento and points north in California. The night robs the traveler of some spectacular scenery, but on the right night in the right season, a snow-capped Mount Shasta under moonlight is a never-to-be-forgotten sight.

Morning finds Mt. Shasta receding to the rear, heralding a day of passing one snow-capped peak of the Cascade Range after another, with Klamath Lake, the Willamette Pass and the Columbia River simply thrown in. Little wonder it takes three sides of an Amtrak Route Guide, instead of the customary two, to describe all that you encounter on the 1389-mile trip. It is anti-climax when one reaches Seattle at 8:10 p.m. of the second day, rested, refreshed, inspired. The trainset goes to Seattle's King Street coach yard for a thorough cleaning and minor repairs before it is sent south again tomorrow.

A "work in progress"

"On the *Coast Starlight* we are testing, implementing and experimenting with things that are unique in the (Amtrak) system," says Brian Rosenwald. Recent improvements have focused on upgrading services in coach class, to include a selection of foods available at one's seat, commentary on highlights along the route by expert travel guides, games for adults in the coach lounge, and one of the aforementioned Kiddie Cars assigned to each train. Future plans call for audio and video programs delivered either overhead or to seat backs. "We want an experience comparable with what First Class passengers receive," says Rosenwald.

For First Class passengers, fully renovated Pacific Parlor cars will include an upstairs lounge reminiscent of a modern, intimate club. The bar will be opened and expanded, with oak surfaces curving to the windows, while steam tables will be installed to aid food service. The salon is getting carpeting; free-standing plush chairs and weighted tables are replacing some fixed booths; other booths are getting soft, wrap-around upholstery; adjustable indirect lighting is being added for night running, and, to the rear, swivel seating in the aisle will face small tables and intimate sofas along the wall. Muted greens and grays will compliment the decor of the sleeping cars.

"We are introducing brunch from 10:30 a.m. to 1:00 p.m. for First Class passengers who want to sleep in," says Rosenwald. "This will also enable us to serve passengers who board along the way and take some of the pressure off of our dining car."

Downstairs, a theater with a large roll-down screen, a TV/VCR equipped with CD sound for movies, a stage and seating for 22 guests is being installed. "We plan to offer the amenities needed for small business meetings down there, with beverage service and meals available at the seats," Rosenwald explains. Five such cars are working their way through Amtrak's Beech Grove shops for introduction this year.

Meanwhile, from Glendale, California, only 18 minutes into the trip with the first Kiddie Car, Pat Gallagher calls on his cellular phone to say it is a hit beyond all expectations. With 100 children in the coach section, he reports, "The place is mobbed. We may have to go to a reservation system like we use for the dining car if this keeps up." It must sometimes appear to the hard-working people at Amtrak — if, when you do something successfully, it produces complaints — that you can't win. The visitor suspects that such occurrences do not daunt Brian Rosenwald and his team. Instead, it inspires them to wonder, "Okay, what next?"

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ON THE MENU

by JAMES D. PORTERFIELD

Amcuisine: *Coast Starlight* style

IF THE MOOD ONBOARD the *Coast Starlight* is festive (see the feature beginning on **page 46**), the dining car is party central. The dining room is downright busy. Four hard-working, enthusiastic waiters and a steward hustle about non-stop to bring a unique array of foods to as many as 72 guests at one time (it is more customary elsewhere on Amtrak to find two waiters and a steward serving no more than 40 guests at a time in only half of a Superliner dining car). The resulting tumult — conversations at 18 tables mixing with the clink of dishes, calls from waiters to the kitchen and to each other, the gleeful chatter of children, the steward beckoning new arrivals — is more reminiscent of a gala that of a dining room.

Below, the galley is quieter but no less hectic. A chef and three food specialists (not the more typical one and one) attentively hover over the range and grill, steam tables and cutting boards to bring distinction to an already exceptional menu. In the course of their long day, they will conjure seven lunch offerings, a house garden salad with Balsamic Herb Vinaigrette dressing and four dinner entrees; roast baby red potatoes, steam summer vegetables and cook black and white rice for the side; apply finishes to six desserts and prepare two children's meals.

The result is everything you'd expect from a place the train's brochure says offers "a first class travel experience (where) onboard master chefs, trained in the finest cooking schools and restaurants, prepare fresh, gourmet meals daily."

On a recent run, the *chef de cuisine* attending to our appetite is Chef Roger ("Raj") Carter, chief of crew ten. Raj Carter, born in St. Louis and raised in the Los Angeles area, has over 30 years experience in the hospitality industry, 13 of them with Amtrak. Trained by the railroad at the prestigious Culinary Institute of America, he is typical of the superior performers who have chosen and been chosen to work the train. With him are Food Specialist No.1 Frank Caceras, Food Specialist No.2 Randy Barrett and Food Specialist No.3, John Heiclas. This trip finds Traveling Executive Chef Robert Gindroz on board as well. In his role as a coach, an informal inspector and a trainer, he oversees the introduction of new menu items and recommends improvements to overall dining car operations.

"We have a nice menu concept," says Gindroz, "where we offer choices without imposing a lot of preparation steps on our crew." A total of eight menus, each adorned by original art commissioned from railfan artist John R. Signor, have meals that

TWO PHOTOS: JAMES D. PORTERFIELD

***COAST STARLIGHT* MASTER CHEF** Raj Carter tends to the grilled vegetables in the dining car's kitchen. Meanwhile, food specialist No.1 Frank Caceras slices and dices fresh — yes, fresh — yellow squash for the Grilled Vegetable Couscous (**opposite**).

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

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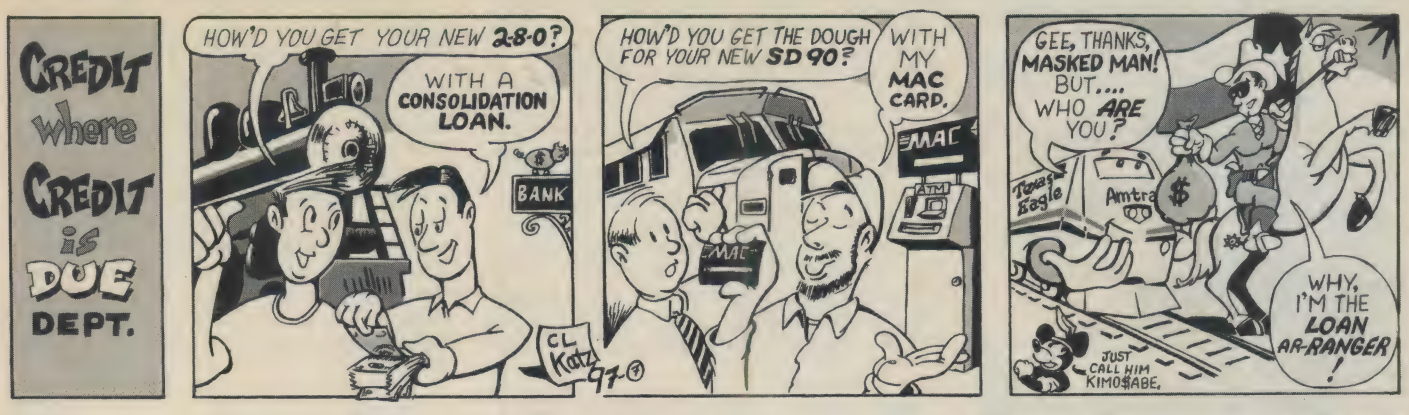
by CURT KATZ



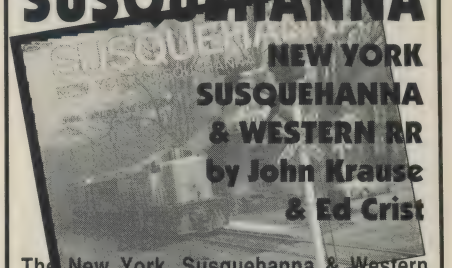
change quarterly on northbound and southbound trains. Further, the *Coast Starlight* has its own cookbooks, with recipes and ingredients not to be found elsewhere on Amtrak. Gindroz again: "All of this reflects the work of our people and is influenced by Christoph of CB Consulting, himself an executive chef with more than 20 years experience in the hospitality industry."

What's to eat? Hope you're not hungry as you read this. At lunch, Olvera Street Beef Fajitas Salad, named for the famous Hispanic market located near Union Station, served on a bed of jicama coleslaw with corn tortilla chips, fresh cilantro vinaigrette and guacamole; Castroville Cheese Tortillini, with artichoke heart, olive, sun-dried tomato, garlic and tomato-pesto sauce, served with golden brown garlic bread or *Coast Starlight* Breast of Chicken Pot Pie with carrots and peas in a chicken gravy, topped with a flaky pastry crust. At dinner, a strip steak prepared Golden Gate-style with Mushroom Marsala Sauce; Yakima Valley Baked Chicken, where the boneless breast is first sauteed in Pinot Noir and sherry, then baked with dried cherry sauce or Oregon Trail Salmon Filet marinated with soy sauce, ginger and garlic sauce, then topped with toasted sesame seed crust. Tonight's Chef's Special is Raj Carter's own Cajun Style Catfish, first coated with his special blend of seasonings and spices (like all good Amtrak chefs, Carter carries his own season concoctions with him), then grilled and presented on a bed of lettuce accompanied by a delicately flavored mustard cream sauce. For all entrees, a California or Washington wine from the train's extensive wine cellar is recommended. At dessert, Chocolate Marjolene Cake, Lemon Mousse Cake and Blueberry Cheesecake vie with the more traditional apple pie, vanilla ice cream or fruit and cheese.

To demonstrate the seasonal and directional variations common on this train, consider the vegetarian dinner entree. Tonight, from the summer northbound menu, try Grilled Vegetables Couscous, eggplant, zucchini and tomato served around steamed couscous with Spicy Roasted Garlic Tomato Sauce. In winter that becomes Baked Winter Vegetables served over a bed of cracked wheat pilaf and topped with Parmesan cheese. Southbound trains offer Grilled Portobello Vegetarian Steak with Ratatouille served over rice in summer and Roasted Seasonal Vegetable Ragout served with grilled polenta cake and topped with crumbled blue cheese in winter.

In March 1997, further innovations found their way onto the *Coast Starlight* menu: regional dishes aimed at capturing the flavor of the West Coast. Southbound dinners now include a New York Strip Steak served with caramelized pearl onions, carrots and mushrooms and Chinatown Orange Roughy served with hot sesame oil flavored with fresh garlic, ginger, and green onions. Going north you can savor Crater Lake Beef Tenderloin with peppercorn

SUSQUEHANNA



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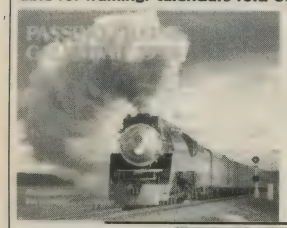

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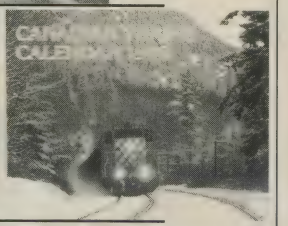

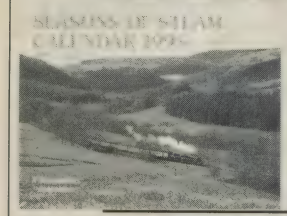

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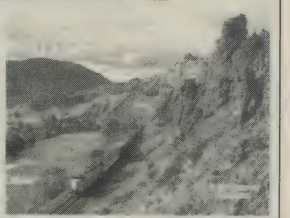

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sauce or Wentachee Smoked Trout with wild mushroom ragout. New luncheon selections include Mount Baker Chicken Salad, Baked Tofu with Soy Ginger Noodles and a Monterey Chicken Sandwich.

In the spirit of the *Coast Starlight* Service Guarantee, customized orders are available. One rider's son wanted a Denny's-style "Grand Slam" for breakfast: pancakes, eggs and bacon. "No problem," came the response from the waiter. "We'll just write it up as two orders, but put it on one plate." At dinner, a guest asked that the chef hold the tomatoes on the Grilled Vegetables Couscous.

"No problem," this time from the waitress. "Do you still want the Spicy Roasted Garlic Tomato Sauce?" she asked. The surprised guest responded "Yes, but on the side."

"Can do," came the reply.

With these dishes and practices, it's easy to see why the *Coast Starlight* has attracted the attention of a number of travel and food magazines. The train may very well find itself in the position of certain trains of the Golden Age, when passengers booked a portion of a trip — say the *Panama Limited* between Champaign, Illinois, and Chicago — only because they wanted to eat in the dining car. To think that you can eat for between $15.00 and $20.00 for the complete meal, including a glass of wine (the price of everything but the wine is included in First Class fares), is all the Service Guarantee this traveler needs.

CAMERA BAG

by JIM BOYD

Steam photo freights

GUEST COLUMNIST: STEVE BARRY

"THAT'S A BILL PRICE PHOTOGRAPH!" exclaimed editor Boyd when he saw my photo of Western Maryland Scenic Railway 2-8-0 734 on a chartered photo coal train that appears on this month's cover. William Price is probably the best-known of the photographers who documented the steam era on the old Western Maryland, and Boyd's comment favorably comparing my shot with Bill's showed that the folks who chartered WMSR 734 to recreate a 1940s-era freight had accomplished their goals.

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don't usually offer these events on a regular basis. More often than not, it takes one person (usually from the outside, but sometimes someone within the railroad's organization) to step forward and take charge of putting a freight together. There are individuals who have organized some superb steam freight charters: Dave Goodheart, John Craft, Greg Scholl, Carl Franz and others. Often a video producer will charter the train as part of putting together a tape and will sell space on the special to other photographers.

Tourist railroads with a small freight car collection are often eager to run freight charters, not only for the revenue but for the favorable publicity the special runs often generate (like Marc Balkin's impromptu photo freight [**page 38**] at Portland, Maine). The Wilmington & Western ran a freight train on December 7, 1996, organized by Tom Gears, one of their volunteers. W&W's 4-4-0 98 was cosmetically altered to set it back to the way it looked in regular service on the Mississippi Central — no easy task, as it required Tom and his small volunteer staff to move the bell from the top of the boiler, fabricate a new number board and headlight bracket and move the headlight from the top of the smokebox door to the center. The final twist, however, was he chose to run the trip at night, with six stops for open flash photography. The results were spectacular (see **March 1997 R&R, page 64**), and the W&W received some of the biggest press coverage it has had in several years.

Another freight charter I had the opportunity to take part in was a trip out of Scranton, Pennsylvania, behind North Star

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Burlington Northern - East End

BN in Eastern Illinois before the BNSF merger. Lots of mainline BN with some SP and Canadian National trains from Aurora to Cicero on the BN triple track main. Locations include Aurora, Eola, Naperville, Lisle, Downers Grove, LaGrange, Berwyn and Cicero. An outside look at Clyde yard complex and the Belt Railway of Chicago. Pool/lease power from a variety of roads.

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Advertising Index for November 1997

A-B

All Aboard Video 14
Aredder & Associates 13
Barnard, Roberts & Co....20
Steven Baron 58
The Book Depot 50,51

C

C&O Historical Society....20
Cajon Rail Products 18
Catenary Video 58
Cedco Publishing ....Cover VI
Challenger Press 55
Colorado Railroad Museum 13

D-E-F

The Depot Attic 14
The Depot Attic at Strassburg....62
Direction Video Production 60
DPA-LTA Enterprises, Inc....9,11
Erie Lackawanna Historical Society....19
Four Ways West 19

G

Golden Spike Enterprises 52
Goodheart Video Productions 9,11,13,15,17,19,21,23
L.V. Grogan....8

H

Herron Rail Services 8
Hi-Iron Railroad Video....15

I-K-L

Illinois Railroad Museum....61
International Timekeepers 20
Knox Station Bed & Rails....61
Loucks, Carlton F....8,15,58

M

Manitou & Pike's Peak Railroad....61
Mark I Video....6,7
McMillan Publications 10,12
Edgar T. Mead 53
Midwest Video Productions....55
Morning Sun Books....9
Museum and Tourist Line Directory....61

N-O-P

Napa Valley Wine Train 61
National Railway Historical Society....60
Nestle's Railroadiana 20
New York Central System Historical Society....53
New York, Susquehanna & Western Historical Society....53
O&W Historical Society....60
Ohio Central....23
Old Line Graphics 60
Plets Express 9
Presidence Publishing....Cover II

R

Railroad Avenue Enterprises 63
Railroad Research Publications....15
Railroad Video Productions 22
Rails 'N' Shafts....16
Railway & Locomotive Hist. Soc. 60
Raritan Bay Hobbies 62
Reminisce Rails 58
Revelation Video....14
Ben Rohrbeck 58
Ron's Books ....Cover III

S

Schrader Enterprises 10
Al Sherry 62
Al Staufer 20
Steam Scenes....54

T

TLC Publishing....5
Tennessee Valley Railroad....61
Trackside Videos 52
Transit Gloria Mundi....59

V-W-Y-Z

Water Level Industries 53
Western Maryland Scenic Railroad....61

Rail's Milwaukee 4-8-4 261 on August 13, 1995. It was organized by Dave Goodheart, with a big assist from Steamtown National Historic Site and the Delaware-Lackawanna Railway, to benefit the Friends of the 261. The 261 was coupled to 21 freight cars, a caboose and a rider coach and performed 25 runbys. The trip was limited to 30 railfans, each paying $261 for the trip. In all, the day was a winner for everybody — ticket sales raised enough money for the 261 to get new springs for the pilot truck, the passengers got great photos and video footage and Goodheart Productions released *Milwaukee 261: The Great Freight.*

The Western Maryland Scenic charter from Cumberland to Frostburg, Maryland, that generated this month's cover feature (**page 28**) was organized by Carl Franz. Carl has put together about 50 charters over the last 15 years or so, with the most famous being his Cass Scenic Railroad charters held each May, the week before the regular Cass railfan weekend, and again on Columbus Day in October. The July 20th trip was his first on the WMSR, and the cooperation he got from general manager Ed Kemmet and the rest of the train crew was above and beyond what anybody could have expected. The crew of in the cab of WM 734, engineer Kevin Rice and fireman Mike Manwiller, were kept busy throughout the day. Not only did they have to run the 734 upgrade (and it's hand-fired), but they also had to make smoke and put up with all kinds of special requests while performing 27 runbys. To top it off, the entire train was backed from Frostburg to Cumberland, so all 27 runbys were held with the train working uphill. They probably did the equivalent of two complete round trips by the time the day was over, but they were as enthusiastic at the end of the day as they were at the beginning.

This was my first venture with Carl, and I was impressed by the way he ran the trip. His experience has shown him that for everybody to get quality shots, only one person can be in charge. Carl lets everyone know up front that he makes the rules. Don't be misled, though — when not trying to organize a photo line Carl is a very funny, amicable person. He remembers every passenger's name, and at the last runby he went through the photo line and thanked each person individually for participating in his event. On the weekend of the WMSR trip he knew he had a lot of folks coming in from a long distance, so he put together another trip on the West Virginia Northern for the day before — the trip ran with only 20 paying passengers and ran at a small loss, but Carl felt he owed his out-of-town customers something to fill their Saturday as well. Carl also likes to cater to a family-oriented crowd. He generally sells about 80 tickets on his trips, but he figures that if he sells to families, he'll only have 40 or so photographers on the lines.

The better freight charters are those with a limited number of passengers on board. This keeps the photo lines manageable and speeds unloading and loading at every photo stop, allowing more time to make more stops. The down side of this is that many charter operators work from a small list of past customers and sell out their trips without the outside world ever hearing about them. Carl Franz, however, is going to open his trips to others by listing them in R&R's TIMETABLE as well as other magazines. He's also looking to expand his mailing list. If you want to have a lot of fun and get a lot of quality photos (with a definite emphasis on the fun part) Carl invites you to contact him at 301/942-6197.

Meanwhile, if your local tourist railroad has a steam locomotive and a nice collection of vintage freight cars, give them a call and talk to them about doing a charter. Even if they don't have freight cars, it can still be done. Two of the best photo charters I have ridden used cars that are in regular 1990s freight service. Milwaukee 261 hauled a combination of gondolas and large boxcars — no 40-footers here. And every hopper car on the Western Maryland photo freight had CSX written on the side. It was amazing, however, how little impact the CSX lettering had on the overall impression of the train. That's what its about — *impression*. We can't capture an exact duplicated moment from 1940, but we can certainly convey the feeling of the time. I'm halfway tempted to dust off my dad's 1950s-vintage Argus C-3 camera and shoot some of these scenes so the resulting slides will have the dark corners characteristic of photos taken in past decades with the beloved "brick" (now, if I can find some ASA 10 Kodachrome . . .). ⊂

RAILROADIANA

by STEVE BARRY

The C&P and WM steam

The small Cumberland & Pennsylvania ran in the mountains of Western Virginia from the mid-1800s until it was purchased by the Western Maryland in 1944. Eventually the C&P was completely abandoned, only to have a short stretch replaced in 1989 near Frostburg by the Western Maryland Scenic. If the photos on **pages 28-31** appeal to you, pick up a copy of **The Cumberland & Pennsylvania Railroad: Western Maryland's**

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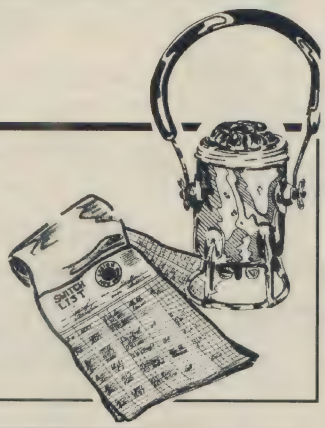

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Historic Coal Carrier by Deane Mellander and published by Carstens Publications.

It's a 64-page softcover with black & white photos in an 8½"×11" horizontal format. The photos are by William Price, Ray Hicks and others. There are photos of the C&P years, as well as WM diesels and steam (including Consolidations in Frostburg). It sells for $9.95 plus $2.00 handling through Carstens BOOK DEPOT, or see the display ad on **page 61.**

Calendar call

It's time to begin our annual review of calendars issued both commercially and as fund raisers by various rail historical societies. If you would like your calendar reviewed, please send us a copy, and we'll do our best to get it mentioned.

We'll start off the 1998 calendar parade with seven from Steamscenes. First up is the **Union Pacific Calendar 1998** with a mix of historic and contemporary photos. Scenes include Challenger 3703 at Peru, Wyo.; Dash 8-40C's near Stein, Nev.; turbine 26 in Utah's Echo Canyon and more.

A World of Steam Calendar 1998 features the work of noted photographer Nils Huxtable. You'll find a narrow gauge 2-8-2 at sunrise in India; a Baldwin Mikado against the mountains of Argentina; double-headed 2-6-2s in the Ukraine and more.

Huxtable's photography is again exclusively used for the **Passing Trains Calendar 1998.** Inside are U.S. Steel A-B-B-B-B-A F7s on the Wyoming desert; BN diesels on a Montana Rail Link train along the Missouri River at Lombard, Mont.; a pair of Rio Grande Mikados working on the Cumbres & Toltec Scenic in a timeless scene and more.

The **Southern Pacific Calendar 1998** shows contemporary and vintage SP action such as a narrow gauge Ten-Wheeler crossing the Owens River in Nevada; a trio of U30C's on California's Cuesta Pass; a Mikado pounding the diamond next to Niles Tower; an SD40M-2 in the Tehachapis and more.

North of the border we find the **Canadian Trains Calendar 1998.** Scenes include a snowy VIA F9 pulling the *Super Continental* at Lake City, B.C.; two CN GP40-2LM's on the shore of Brule Lake at Swan Landing, Alberta; CN F7s crossing the Grand River at Caledonia, Ont., and more.

Preserved British steam is the theme of the **Seasons of Steam Calendar 1998,** featuring two Bullied Pacifics near Herston; an L&SW 4-4-0 at Ropley; Severn Valley's 4-6-0 *Raveningham Hall* approaching a semaphore and more.

The **BNSF Calendar 1998** features a selection of photos of BNSF predecessors along with the latest power such as BN SD70MAC's working the Powder River Basin; Santa Fe PA's at San Diego; two "Goat Boat" Dash 9-44CW's soaring above the Kettle River at Sandstone, Minn., and more.

All Steamscenes calendars feature twelve color photos (the cover shot is repeated inside without words over it) with detailed captions and fold out to 11½"×18". Each costs $9.95 ($7.99 if you order two or more) plus $2.00 shipping for one calendar, $4.00 for two or three or $6.00 for four or more. They can be ordered from Steamscenes U.S.A., P.O. Box 8014-8, Blaine, WA 98231-8014.

next month in RAILFAN & RAILROAD

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New fares in

ON MAY 12, 1997, ALL 468 STATIONS of New York City's rapid transit service became available for fare collection by new magnetic MetroCards at their 3,275 turnstiles. It is expected that MetroCard use will rise from 17% of rapid transit patrons to a much larger proportion of riders now that the cards can be used at all stations. Also, with the advent of the MetroCards, patrons will be able to make free transfers between the subways and buses.

The new free transfer policy is part of the New York Metropolitan Transportation Authority's goal of providing seamless transit between the many agencies under its aegis. Earlier in 1997 a joint commuter rail pass and MetroCard was offered for the Long Island Rail Road and Metro-North Railroad customers. It applied to those who purchased monthly passes by mail. January 1998 will see additional benefits of the MetroCard Gold frequency bonus; MetroCard owners will receive eleven rides for the price of ten, and those who hold commuter rail passes will get a frequency bonus as well. Those who purchase the joint commuter pass by mail will be able to take 44 rides on New York subways and buses for the price of 40. Thanks to Carl Ed for the news.

And also in New York . . .

The Space Odyssey film was set in 2001. It is also the year when the 63rd Street tunnel project should be finished. The 63rd Street tunnel will provide additional access to the Queens Boulevard subway operations, providing more service across the East River between Queens and Manhattan.

The direct fixation of track to the concrete roadbed in the 63rd Street tunnel will be replaced. Even though the line has not been in service very long, there is significant wear on the track structure. It will be replaced by wood ties set into a concrete invert. In order to do this work, track must be taken out of revenue service; for a time passengers will suffer some inconvenience. Thanks to the New York Division of the Electric Railroaders Association (P.O. Box 3001, New York, NY 10008-3001).

Portland expansion

The expansion of the Portland MAX light rail line by two stops to Southwest 18th and to Salmon is complete, but that's just the beginning of expansion to the west. The Washington Park station in the new double-track tunnel west of downtown is undergoing major construction work. The Washington Park station is the deepest transit station in North America; it is 260 feet below the zoo parking lot. In case you don't want to use the elevator, there are 469 steps. The project is now scheduled to open in 1998, resulting in an 18-mile extension from Portland through Beaverton and on to Hillsboro. With the completion of the new extension there will be 20 additional stations, 105 new ticket-vending machines and 26 low-floor light rail cars.

By June of this year, 15 new cars were in Portland. The new cars were delivered in El Monica, which is part of the west side rail operations facility; five miles of track are on the new line to use for testing. With the completion of the tunnel and its trackwork, labor continues on the signal system and catenary installation. A number of the new cars have been pulled through the tunnel to take their places on the original east side Portland line. The lack of an electrical system in the tunnel caused Tri-Met to use a special tractor to pull the new cars from the west side to the east side. A Rail King tractor, which has both flanged and rubber-tired wheels, does the chore. Thanks to Tom McGarry and Douglas I. Duncan for the news.

Tri-Rail seeks leadership

Tri-Rail, the commuter rail service between Miami and West Palm Beach, is looking for a new leader. Gil Robert, executive director of the commuter authority since it began its work in 1989, resigned effective July 1, 1997. The eight-year-old state agency operates through Dade, Broward and Palm Beach counties with 18 stations hosting 28 weekday trains, 20 trains on Saturday and ten on Sunday.

All has not been smooth with Tri-Rail. Commuter trains have been suffered from falling ridership in recent years. One reason is unreliability due to double-tracking the CSX line used for the service. Finance is also a problem. Tri-Rail is seeking five years of funding from the new authorization of ISTEA. It appears that some hurdles to jump over in getting local approval of the project.

There is a proposal to raise the gas tax by a penny to support the Metrorail line and the local bus service. The notion put forward by Metro-Dade County Manager Armando Vidal is opposed by other politicians, including the Metro mayor, Alex Penales. The usual battle is going on over who gets nailed with the bill and who gets to take credit. The politicians are, as usual, trying to mollycoddle the motorists. The one-penny gas tax would result in an expenditure of about $6 a year to the average motorist and would yield about $7 million for transit in the Miami area. The outcome of this is likely to take awhile. Thanks to Mitchell Green for the news.

San Jose ridership up

Ridership on the San Jose Trolley has been steadily increasing. In the first four

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

New York City

months of 1997 patronage rose from about 21,700 average weekday boardings to an average of 23,500 each day. The fiscal year already shows 5.5 million light rail boardings. Meanwhile, construction continues in the Tasman corridor that will link with the Caltrain. The Santa Clara Valley Transportation Authority is also working with developers to construct high-density residential areas along its lines. Already such housing is being considered at the Almaden park-and-ride lot.

Those folks who will be visiting the central California area may want to stop by Kelley Park in San Jose. That's the home of the California Trolley & Railroad Corporation and the San Jose Historical Museum. Trolleys operate in the park every Saturday and Sunday from noon until four. There were about 125 days of operation in 1996, and 47,600 riders were carried.

Some interesting equipment is available for visitors to see. A California-type car, streetcar No.129, is the regular trolley in operation. A single-truck car, No.168, is used as a backup. Some other cars at the museum will soon be in operation, including Birney No.143. There is also a John Stephenson-built horsecar and a California Street cable car that are in need of some repair and restoration work. Thanks to Carl Ed and John A. Lee for the news.

Commuter service in Vermont

The commuter rail service between Burlington and Charlotte, Vermont, was supposed to get rolling January 1, 1998. It was to be an alternative to a highly congested road. The planners did their planning and the transportation agency for Vermont obtained $7.5 million from the federal government and approximately $2 million from the state legislature. Getting the money is essential, but piecing the pieces together is not easy. A lot of issues must still be addressed, such as finding places for train stations, railroad crossings and dealing with neighborhood opposition. Thanks to Walter E. Lockhart for the information.

Monorail in Las Vegas

In a nice letter from Douglas I. Duncan, he commented on a trip he made to the Las Vegas area. While there he took time to ride the Alweg monorail. He believes it uses erstwhile Disneyland rolling stock. The monorail runs between two very large hotels, the MGM Grand and Bally's. Mr. Duncan said he spoke with people associated with the monorail, and evidently some plans are being considered to extend the line to the new Las Vegas convention center and to the Hilton hotel. It will be very interesting to see if this program is carried out strictly under private auspices.

Burbank Transportation Center

Ground was broken for the new Burbank Intermodal Transportation Center on April 22, 1997. Burbank is second only to Union Station in downtown Los Angeles as a key employment destination for commuter rail passengers. The new facility will be a major transit hub. There are 37 Metrolink commuter trains and six MTA bus lines, as well as other regional bus systems that serve the station, along with eleven Burbank local transit shuttle lines and a variety of privately operated shuttles. About 11,000 people use the Burbank station daily.

In addition to a new depot structure and an attractive plaza, there will be a nine-bay bus facility for timed transfers between buses and between buses and trains. The center will also include a concessions area, bicycles racks, rest rooms, waiting areas and attractive landscaping. The new facility will be connected by elevators, stairs and other means with the civic center close by. Two side-loading rail platforms will be covered with custom-designed canopies. The new transit center should be ready for use in March, 1998. Thanks to John A. Lee for the information.

In other station news, Ben Kerr informs me that the city of Santa Clarita is purchasing land to build a third Metrolink station within the town. The two stations on Soledad Canyon Road and Via Princessa generate about 1400 one-way trips each day. However, about a third of the population would have to travel in the wrong direction to catch a train at one of the existing stations. As a result, a new station will be built at Newhall. It is hoped that construction will have begun by the summer of 1997.

Moving up in Washington

If you are a visitor to Washington, D.C., or if you are a resident and regular rider of the Washington Metrorail system, one thing you know about is escalators. The average person taking a trip on Metrorail uses an escalator about three times. Metrorail is more dependent on escalators than any other transit system in the United States. Inspection teams are combing the escalators to make sure they work properly and are safe to use. All this is a result of an allegation that escalator maintenance records have been falsified. There are 524 escalators in the District's system, so inspecting them is not a small job. Thanks to Marion J. Zych for the information.

Light rail news from Baltimore

The light rail system in Baltimore is growing. Extensions to the airport in the south and to Hunt Valley in the north are likely to be open by the time you read this. Sad to say, however, there is a lot of concern that and increase in crime will ride along with the extension of the light rail system. It is believed that there is some evidence that the bad guys are riding the trolleys out from Baltimore's central city and breaking into cars and shoplifting, etc. The situation has become sufficiently serious that special action as been taken by the police; extra patrols along the trolley lines and at stations are being paid for by the state of Maryland.

On a more positive note, Hunt Valley's

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AAI Corporation has been recommended as the firm to build 250 electric trolleybuses for San Francisco. Trolleybuses are a joint venture where Skoda of the Czech Republic manufactures the frames and propulsion systems. They are then shipped to Hunt Valley where AAI puts on the bodies, paints them and installs all the onboard subsystems. Thanks to Marion J. Zych for the news.

Farewell to Elmer Packie

In late May 1997, Elmer H. Packie, Jr., 77, superintendent of equipment and shops at the Baltimore Streetcar Museum, died of a heart attack. Mr. Packie, a retired machinist, was responsible for keeping everything rolling at the museum. His talents were also shared with other museums that came to him with problems. He was also expert in getting derailed cars back on track. Mr. Packie will be sorely missed by the streetcar museum. Thank Marion J. Zych for the news.

Flashes

From **CONNECTICUT,** William Wood writes that the proposed Griffin line is in jeopardy. The proposal is for light rail service along the abandoned Griffin line joining downtown Hartford with Bradley International Airport in Windsor Locks. The first phase would be nine miles from Union Station in Hartford to the Griffin Office Park in Windsor; the second part of the project would be the extension of the line into Bradley Airport. Now it looks like the anti-rail forces in Connecticut have prevailed, at least for a time, and the project will not move forward.

The proposed 23-mile rail line to **DULLES INTERNATIONAL AIRPORT** and beyond to Loudon County, Virginia, was to be a private venture. The original proposal has been withdrawn as a result of Virginia officials asking the pertinent question of how the $1 billion project would find its costs covered. The line would join the present Washington Metrorail Orange Line at West Falls Church. Thanks to Sidney W. Earle, Jr., for the news.

Marion J. Zych informs me that Maryland's Mass Transit Administration and CSX have signed on the dotted line. The product is a five-year contract for **MARC RAIL COMMUTER** services that link Washington, Baltimore and points to the west on the Brunswick line. Some rescheduling of MARC's commuter trains will be necessary to accommodate CSX freight service in the area. According to Henry Goode, the Brunswick line may lose some of its service because of the need to provide more room for freight trains. On the other hand, the project to extend service into Frederick from the Brunswick line may move ahead with construction on the 13.5-mile line starting in mid-1998.

Otto Goessl notes that the CSX-NS takeover of parts of Conrail may leave sufficient track available in the upper west side and lake front suburbs between downtown **CLEVELAND** and Avon Lake to be available for commuter rail service. Part of the Cleveland RTA's 2010 master transit plan includes commuter rail service to Lorain, Akron, Medina, Aurora and Mentor.

BOMBARDIER is not only winning contracts in the United States. It will build twelve light rail low-floor vehicles for Stockholm. The Bombardier Group is the leading supplier of passenger rail cars in North America. Thanks to Vaughn Vekony for the news.

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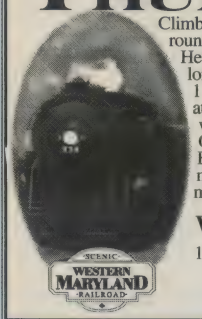

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EDITORIAL COMMENTARY

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WE ARE HAPPY TO ANNOUNCE that RAILFAN & RAILROAD is now on-line. Those of you with internet access can now see us at **www.railfan.com**. We have a lot of fun things planned for our website, and webmaster Doug Bailey is rapidly getting more and more of the material online. As this goes to press, the website is still "under construction" and will probably be so for the next few months as we get more and more of the content put into the proper form for viewing.

As you now open our website you are greeted with the full-color covers of the current and next month's issues (I freely admit I copied that ideal from another rail-oriented homepage from some outfit that used to be in downtown Milwaukee). Click on either image and you'll get a content summary of that issue.

Along the left side of the screen is a row of buttons that will bring up other topical pages that include departments and features, as well as subscription, change-of-address and book order forms. You can easily contact the R&R staff through e-mail links. Each editor had his own mailbox, and you'll also be able to reach our subscription, book and dealer service departments.

Many of your favorite departments will also be available through the website. Past CAMERA BAGS are already available, as well as numerous RAILFUN cartoons from Curt Katz. Currently online is Jim Porterfield's *1997 Dinner Train Guide*. And to simplify research, there will also be a complete index of R&R and RAILFAN since 1974. Already in the MEET THE STAFF section are photos and biographies of the three editors, and some of the columnists will be added shortly.

You can also shop by mail through the home page. Subscriptions as well as BOOK DEPOT orders can be easily placed — presently on a "bill me" status, though a secure commercial credit card link is in the works.

With an extensive list already online, Doug is also working on a comprehensive set of links to take you anywhere in the railroad world, from the home pages of the Class Ones and historical societies and roster groups to the local NRHS chapters.

On-line feature stories and news

With the advent of the home page, we'll now be able to bring you news and features that either came in too late to make the magazine or we couldn't find space for. Our first on-line feature will be a behind-the-scenes look at the Central Coast Chapter NRHS's *Royal Gorge Steam Special* that ran between Denver and Salt Lake City in June. Jim Wrinn was on board, talking to the operating folks as well as the passengers. If you missed the trip, here's a great chance to find out all about it. Besides Jim's story, we'll have additional photos of the trip that didn't appear in the magazine.

We will also include some significant news items and late-breaking stories, and we have some other ideas on items that will make the site continually interesting and useful — and fun! Join us at **www.railfan.com**.

The other Eureka engine

Last month Jeff Terry reported on Eureka & Palisade 4-4-0 No.4 *Eureka* and its travels on the Cumbres & Toltec Scenic Railroad. Bruce Kelly reports that there is a second E&P locomotive still running. E&P No.7, a three-foot gauge 2-6-2, operates at Athol in the Idaho panhandle.

E&P No.7 was built by Porter in 1915. In 1939 it was sold to a private individual, who

KODACHROME: BRUCE KELLY

FORMER EUREKA & PALISADE 2-6-2 No.7 was on the return leg of its circle over the Silverwood Central Railway on May 10, 1997. The railroad is in the Silverwood theme park in the Idaho panhandle.

DON WALLWORTH

AN ALCO "SUPER CAB" was was created by NdeM's San Luis Potosi shop in mid-1963 with the kit-bashing of FCP "SLP-3" 521, a rebuilt RS11. The unit was photographed at Nogales on May 23, 1963.

in turn sold it to William Harrah (of casino fame) in 1955. The *Eureka,* by the way, was also sold in 1939, but it went on to fame and fortune with Warner Brothers.

Number 7 was purchased from the Harrah's collection in Reno along with all sorts of other narrow gauge equipment in 1986 for the Silverwood theme park in Idaho. This year, incidentally, Silverwood is celebrating its tenth year of operation and has expanded to include a 55-mile-an-hour *wooden* roller-coaster, a corkscrew-style coaster and other thrill rides.

Number 7 runs on a three-mile circle of three-foot-gauge track, known as the Silverwood Central Railway, that includes some exciting moments. There's a steep uphill climb that puts the Prairie to the test, and there's also a curved trestle. The Union Pacific's former Spokane International main line runs within sight of the Silverwood Central, and the famed BNSF former-NP main line is about a mile away. Bruce advises that the next time you're railfanning "The Funnel" in the panhandle, allow some time to check out E&P No.7.

Increased competition?

As CSX, NS and Walter Rich (president and chief executive officer of the Delaware Otsego Corporation) shake hands and sign the contract that will place control of the DO and its subsidiary, the New York, Susquehanna & Western Railway into the hands of CSX, NS and Rich, one has to wonder about a variety of things.

Is this truly a deal that will increase rail competition and quality of service in the Northeast? Will this $64 million deal, mere pocket change in light of the $10 billion acquisition of Conrail, ensure that shippers are treated as valued customers? Is this acquisition of DO good for the Northeast or is it merely a way of NS and CSX bringing Walter Rich and the DO "on board" in order to keep him from making waves down in Washington at the Surface Transportation Board and thereby interfering with NS and CSX's plan to move into the New York Metropolitan area? Could this be a way to shut out CP Rail (which in a recent press release stated that it expected the DO deal to happen) or CN, which is desperately trying to fight its way south into the New York City marketplace.

Conrail indeed had to make some difficult decisions in its early existence to ensure its own survivability, but as the 1970s gave way to the 1980s and 1990s, Conrail was seemingly reluctant to really grow their business. The result was what has been called a "passive service." All things aside, one can fault any company for a variety of things, but the bottom line is, exactly that: the bottom line is what drives companies to do what they do. It is their prerogative. It is all a question of money when business is involved.

As railfans, we are delighted to hear about the possibility of increased service because it means more trains to take pictures of. I really do hope that CSX and NS live up to that promise. As a consumer, I also hope that they live up to the promise of increased competition, because it will help to set the prices that you and I pay everyday for goods and services.

Let's keep our fingers crossed that NS and CSX live up to those promises — CK.

An Alco super cab

Reader Don Wallworth sent in the photo **above** with the following note:

"When it comes to the question of super cabs, could the FCP 521 rank as one of the originals? FCP 521 was homebuilt by the San Luis Potosi shops of the NdeM as model SLP-3 and released July 19, 1963, along with an almost identical unit, NdeM 7294, model SLP-2. The nose door and nose headlight were a later alteration to FCP 521; the original models had a roof headlight and no nose door. NdeM 7294 did not receive these alterations, but it did get a stubby chopped nose later. Just think, an *RS11 super cab,* built 34 years ago!

Of particular in this issue of R&R is the fact that the 521 spent much of its career working out of Nogales on the Pacifico's border-hugging branch to Naco that connected with what is now the San Pedro & Southwester.

Wallworth continues, "I last saw FCP 521 in service on a mixed, heading to Nacozari, Sonora, in 1978. It was later seen in a scrap line stripped in early 1983."

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RAILROAD AVENUE ENTERPRISES

WISCONSIN & SOUTHERN E9s were westbound in Revelstoke, British Columbia, on Friday, June 13, 1997. With CP SD40-2 5594 leading, W&S 102 and 101 were handling a four-car train chartered by the board of directors of the Belt Railway of Chicago to travel from Milwaukee, Wisconsin, west to Vancouver, British Columbia, and back on a rail tour of Canada. The E-units have also been used recently to assist W&S SD20s and GP35s in freight service into and out of Chicago.

KODACHROME: DIETER BOEHME

YELLOWJACKETS ARE SWARMING as the Toledo, Peoria & Western takes delivery of their newly refurbished GP20s. The 2050 (ex-TP&W 2012, exx-AT&SF 3019, exxx-AT&SF 3119, nee-AT&SF 1119) was seen at the NYS&W shops in Utica, N.Y. (**right**). It is the first of 19 TP&W locomotives to be refurbished and repainted into NYS&W's "Yellowjacket" livery. The "new" TP&W is 40 percent controlled by the Delaware Otsego Corporation, which also owns the New York, Susquehanna & Western.

FUJICHROME: KEN FITZGERALD

FORT WORTH & WESTERN REPAINTS can now be seen as the railroad has done up their two GP7s in new colors. The attractive blue and yellow livery was displayed by low-nose Geep 7 No.1500 (ex-AT&SF 2198, nee-2785) when it was in Ft. Worth, Texas (**right**), on Saturday, August 2, 1997. The road's only other diesel, GP7 No. 4299 (ex-C&NW 4299, rebuilt in December 1980 from 1557), also received the new coat of paint. FWWR acquired from Burlington Northern 8.25 miles of switching trackage in Fort Worth and began a switching service operation in 1988. In 1992 the railroad began a passenger excursion operation with ex-SP 4-6-0 2248, which was built by Cooke Locomotive Works in 1896. It is billed by as the oldest operating steam locomotive in the country.

KODACHROME: PETER SMYKLA, JR.

ILLINOIS' NEWEST SHORT LINE, the Effingham Railroad Company, began operation on Thursday, July 17, 1997. The railroad's lone SW1200 2716 (ex-Conrail 9316, nee-Reading 2716) was photographed at Effingham on July 2, 1997 (**right**). The unit had just undergone a repaint and was being striped in a classic EMD pattern. The two five-gallon buckets on the exhaust stacks serve as the enginehouse. You can visit the railroad's internet homepage at **http://www.efrr.com**.

KODACHROME: DAVID J. MERIDEW

KODACROME: ALAN MILLER

KODACHROME: CLARKE SUTPHIN

SOUTHERN PACIFIC BLACK WIDOW GP9E 3873 (ex-SSW 3873 / 3648 / 827) has been adorned in the popular SP "black widow" livery. The unit was restored at the engine shop of the San Diego & Imperial Valley Railroad by San Diego Railroad Museum volunteers. It was seen in San Diego on July 12, 1997 as it prepared to join SDRM's motive power pool in Campo, California, hauling passenger excursions.

BNSF's 2829 '30, a GP39M rebuild (**left**), has returned to a familiar livery. The former BN GP30 2215 had been built as Great Northern 3015! It was seen on July 5, 1997, being turned on the loop at Sarpy Creek Mine, Montana.

METROLINK'S ex-RIO GRANDE GP40 3134 (**right**) was working on the Ventura County line, which is currently undergoing $14 million in upgrades, as it reportedly has not seen any appreciable maintenance in 15 years. Beginning on May 10, 1997, Metrolink and a contractor began a six-month operation of laying ballast, adding concrete and wood ties, upgrading road crossing surfaces and widening embankments on the former Southern Pacific Coast Line. The 3134 was at Simi Valley with ballast train 860. The unit remains in its black and orange D&RGW paint but has been relettered "SCRX" and placed into work train service. The trains have been operating on weekends to avoid the 26 Metrolink and Amtrak trains and ten UP freights that run weekdays.

KODACHROME: RANDY KELLER

KODACROME: ANDRE JACKSON

ERIE LACKAWANNA SD45 3607 is once again adorned in her original Phoebe Snow maroon, grey and yellow "outfit." The DL&W-inspired livery was adopted by the EL after the 1960 merger of the Erie and Lackawanna. The classic "flare '45" (**left**) was acquired in 1982 by the Museum of Transportation in Kirkwood, Mo., as Conrail 6072. Shown here on August 2, 1997, the 20-cylinder EMD was cosmetically restored through the cooperative efforts of the Tri-State Chapter of the NRHS, the Erie Lackawanna Historical Society and the MOT. Erie Lackawanna owned 34 SD45s (3601-3634 built in 1967-'68). See October '97 R&R page 24 for details.

KODACHROME: PIERRE OZORÁK

THE WATERLOO - ST. JACOBS RAILWAY began operation on July 12, 1997 (**left**), with a tourist train between its namesake cities on six miles of the former Canadian National branch from Kitchener north to Elmira, Ontario (Kitchener is 63 miles west of Toronto on the line to Sarnia). During May 1997, the WSJR acquired the *Tortillard* passenger equipment from *Les Trains Touristiques du St. Laurent*, which had gone bankrupt following its second season of tourist operation between Quebec City and Pointe-au-Pic on a short line operating the former-CN Murray Bay Subdivision. The train is in the traditional CNR livery. The WSJR has since applied its own herald to the two GMD-built FP9A's and passenger cars. The cab units also received names and were returned to their original CNR numbers: the *Spirit of St. Jacobs,* 6508 (ex-*Tortillard* 6305, exx-VIA 6305, exxx-VIA 6508, nee-CNR 6508), and the *Pride of Waterloo,* 6520 (ex-*Tortillard* 6306, exx-VIA 6306, exxx-VIA 6520, nee-CN 6520). Looking pristine in its 1954 CNR-era colors, a WSJR train with FP9Au 6508 on the point, awaited its opening day departure from Waterloo. The WSJR operates four trips daily, except Sundays when the morning trip is cancelled and only three afternoon trips are run.

KODACHROME: GEORGE H. DRURY

RAILNEWS

AMTRAK'S TWO IC/3 FLEXLINERS were running in multiple at Waterford Avenue, Milwaukee, as train 330 (**right**), the 6:20 a.m. departure from Milwaukee to Chicago on Tuesday, June 10, 1997. On June 30, Amtrak's westbound *Empire Builder* delivered the IC/3s to the Minneapolis / St. Paul, Minnesota, area where the train ran at 79 miles per hour over BNSF's main line between the Coon Rapids and Big Lake, Minn., area to St. Cloud. The Danish-designed Flexliner is currently on loan to Amtrak from Israel as the two three-car trainsets tour the country to promote commuter rail systems.

KODACHROME: PIERRE OZORÁK

GO TRANSIT'S EXPANSION INTO HAMILTON, Ontario, which commenced last year, has been produced favorable customer response. As part of the new service, the former Canadian Pacific / Toronto, Hamilton & Buffalo Railway art deco style station, located on Hunter Street, has recently undergone a major restoration including the construction of a 17-bay bus terminal on the south side. Double-track between Bayview Junction and Hamilton, allowing for ten daily trains, is planned for the future. On June 4, 1997, a Toronto-bound afternoon GO train, with F59PH-2 524 on the point, has just left the former CP/TH&B station **(left)** and is about to enter the Hunter Street Tunnel. The former CP/TH&B station is visible in the center background of the photograph.

KODACHROME: HARLEY KUEHL

NEW ENGLAND CENTRAL RAILROAD ran a passenger special on July 12, 1997, from Brattleboro, Vt., to New London, Ct., and back. The "Fireworks Special" (**right**), which was seen in New London with GP38AC 9549 and GP38 9531 push-pull style, ferried riders to New London's bicentennial fireworks and barbeque.

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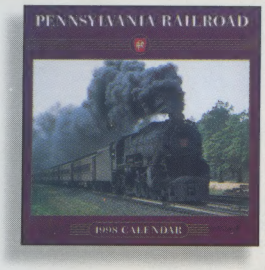

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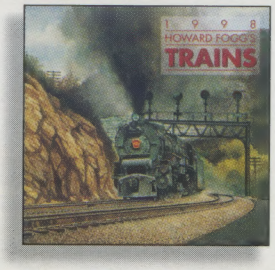

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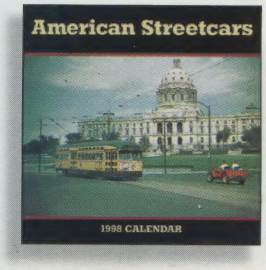

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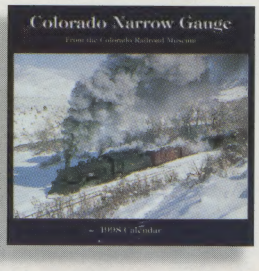

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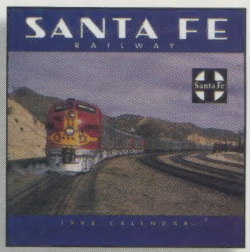

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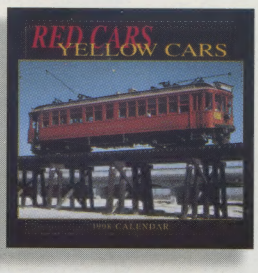

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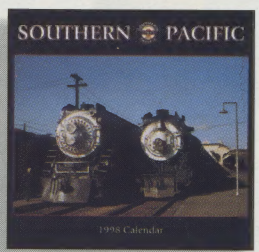
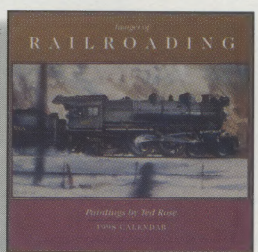
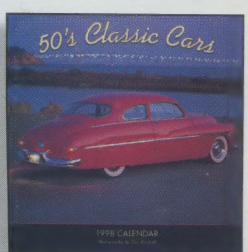


Southern Pacific 541-1

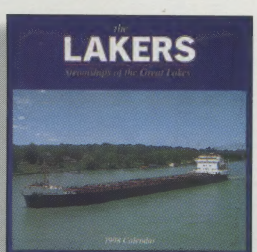
Those Magnificent Planes 551-9



Images of Railroading: Paintings by Ted Rose 525-X



Fifties Classic Cars 455-5



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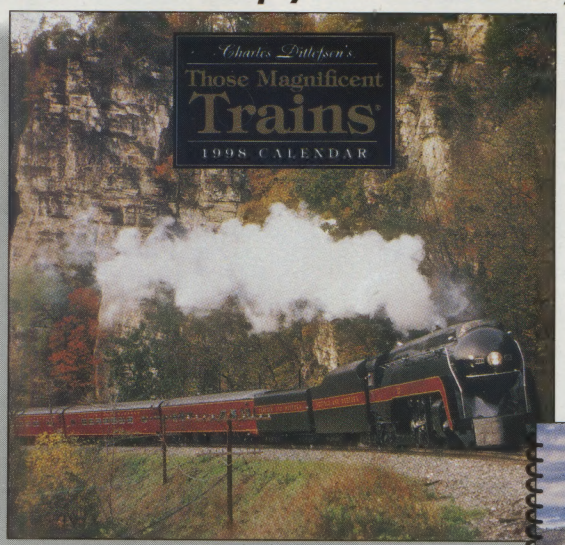
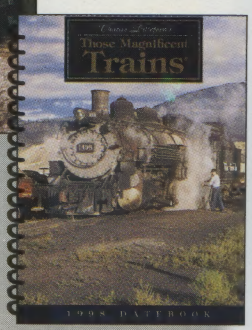


Those Magnificent Trains® 552-7



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